

NACOmatic

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Expires: 21-Oct-2010



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OK Min Alt#1	-	5	MIO	-	246
OK Min Rdr#1	-	9	MKO	-	251
OK Min TO#1	-	14	MLC	-	237
17K	-	84	O47	-	345
1F0	-	63	O53	-	243
1F4	-	231	OJA	-	418
1K4	-	184	OKC	-	273
1O8	-	382	OKM	-	325
2K4	-	234	OUN	-	256
2O8	-	205	OWP	-	353
3F7	-	86	PNC	-	336
4O4	-	218	PVJ	-	329
6K4	-	170	PWA	-	291
80F	-	60	RCE	-	301
ADH	-	27	RKR	-	341
ADM	-	67	RQO	-	131
AVK	-	58	RVS	-	385
AXS	-	32	SNL	-	361
BFK	-	89	SRE	-	358
BKN	-	80	SWO	-	370
BVO	-	74	TIK	-	308
CHK	-	96	TQH	-	378
CLK	-	107	TUL	-	393
CQB	-	92	WDG	-	163
CSM	-	111	WWR	-	421
CUH	-	118			
DUA	-	126			
DUC	-	121			
ELK	-	137			
END	-	140			
F10	-	202			
F22	-	333			
F99	-	212			
FDR	-	182			
FSI	-	172			
GCM	-	102			
GMJ	-	189			
GOK	-	193			
GUY	-	198			
GZL	-	367			
H68	-	412			
H71	-	348			
HBR	-	208			
HHW	-	216			
HMY	-	226			
HSD	-	266			
JSV	-	350			
JWG	-	415			
LAW	-	221			
LTS	-	37			
MDF	-	249			

OK Mins - Alternates #1	-	5	OKLAHOMA CITY	.....	OKC	-	273
OK Mins - Radar #1	-	9	OKLAHOMA CITY	.....	PWA	-	291
OK Mins - Take-Off #1	-	14	OKLAHOMA CITY	.....	RCE	-	301
ADA	ADH	-	OKLAHOMA CITY	.....	TIK	-	308
ALTUS	AXS	-	OKMULGEE	.....	OKM	-	325
ALTUS	LTS	-	PAULS VALLEY	.....	PVJ	-	329
ALVA	AVK	-	PERRY	.....	F22	-	333
ANTLERS	80F	-	PONCA CITY	.....	PNC	-	336
ARDMORE	1F0	-	POTEAU	.....	RKR	-	341
ARDMORE	ADM	-	PRAGUE	.....	O47	-	345
BARTLESVILLE	BVO	-	PRYOR	.....	H71	-	348
BLACKWELL	BKN	-	SALLISAW	.....	JSV	-	350
BOISE CITY	17K	-	SAND SPRINGS	.....	OWP	-	353
BRISTOW	3F7	-	SEMINOLE	.....	SRE	-	358
BUFFALO	BFK	-	SHAWNEE	.....	SNL	-	361
CHANDLER	CQB	-	STIGLER	.....	GZL	-	367
CHICKASHA	CHK	-	STILLWATER	.....	SWO	-	370
CLAREMORE	GCM	-	TAHLEQUAH	.....	TQH	-	378
CLINTON	CLK	-	TIPTON	.....	108	-	382
CLINTON	CSM	-	TULSA	.....	RVS	-	385
CUSHING	CUH	-	TULSA	.....	TUL	-	393
DUNCAN	DUC	-	WAGONER	.....	H68	-	412
DURANT	DUA	-	WATONGA	.....	JWG	-	415
EL RENO	RQO	-	WEATHERFORD	.....	OJA	-	418
ELK CITY	ELK	-	WOODWARD	.....	WWR	-	421
ENID	END	-					
ENID	WDG	-					
FAIRVIEW	6K4	-					
FORT SILL	FSI	-					
FREDERICK	FDR	-					
GOLDSBY	1K4	-					
GROVE	GMJ	-					
GUTHRIE	GOK	-					
GUYMON	GUY	-					
HENRYETTA	F10	-					
HINTON	208	-					
HOBART	HBR	-					
HOLDENVILLE	F99	-					
HUGO	HHW	-					
IDABEL	404	-					
LAWTON	LAW	-					
LEXINGTON	HMY	-					
MADILL	1F4	-					
MANGUM	2K4	-					
MC ALESTER	MLC	-					
MEDFORD	O53	-					
MIAMI	MIO	-					
MOORELAND	MDF	-					
MUSKOGEE	MKO	-					
NORMAN	OUN	-					
OKLAHOMA CITY	HSD	-					

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ADA, OK

ADA MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

ALTUS, OK

ALTUS/QUARTZ
MOUNTAIN RGNL **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
VOR-B¹

NA when local weather not available.

¹NA when KLTS ATCT closed.

ARDMORE, OK

ARDMORE MUNI **ILS or LOC Rwy 31¹³**
VOR-B²

¹ILS, Category B, 700-2; Category C, 800-2;
Category D, 800-2½. LOC, Category D,
800-2½.

²Category D, 800-2½.

³NA when control tower closed.

BARTLESVILLE, OK

BARTLESVILLE MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR/DME Rwy 35

NA when local weather not available.

Category D, 800-2½.

BATESVILLE, AR

BATESVILLE RGNL **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

BLACKWELL, OK

BLACKWELL-
TONKAWA MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS
BLYTHEVILLE, AR

ARKANSAS INTL **VOR Rwy 18**
VOR Rwy 36

NA when using Blytheville Muni altimeter
setting.

BLYTHEVILLE MUNI **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

CLAREMORE, OK

CLAREMORE RGNL **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

CLINTON, OK

CLINTON-SHERMAN **ILS or LOC Rwy 17R¹²**
RNAV (GPS) Rwy 17R³⁴
RNAV (GPS) Rwy 35L³⁴
VOR Rwy 35L¹⁵

¹NA when control tower closed.

²ILS, Category E, 700-2½. LOC, Category E,
800-2½.

³Category E, 800-2½.

⁴NA when local weather not available.

⁵Category E, 800-2½.

CLINTON RGNL **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A

NA when local weather not available.

CUSHING, OK

CUSHING MUNI **NDB Rwy 36**
RNAV (GPS) Rwy 36

NA when local weather not available.

DEQUEEN, AR

J. LYNN HELMS
SEVIER COUNTY **RNAV (GPS) Rwy 8**
NA when local weather not available.

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ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS
LAWTON, OK
 LAWTON-FORT SILL
 RGNL ILS or LOC Rwy 35
 VOR Rwy 35
 NA when control tower closed.

LITTLE ROCK, AR
 ADAMS FIELD ILS or LOC Rwy 4L¹
 ILS or LOC Rwy 4R²
 ILS or LOC Rwy 22R¹⁴
 ILS or LOC Rwy 22L¹⁴
 RADAR-1³
 RNAV (GPS) Rwy 4L³⁴
 RNAV (GPS) Rwy 4R³⁴
 RNAV (GPS) Rwy 22L³⁴
 RNAV (GPS) Rwy 22R³⁴
 VOR-A³

¹ILS, Category C, 700-2; Category D, 1000-3.
 LOC, Category D, 1000-3.

²ILS, Categories A,B,C, 700-2; Category D,
 1000-3. LOC, Category D, 1000-3.

³Category D, 1000-3.

⁴NA when local weather not available.

MC ALESTER, OK
 MC ALESTER RGNL RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 NA when local weather not available.

MONTICELLO, AR
 MONTICELLO MUNI/
 ELLIS FIELD RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 VOR-A
 NA when local weather not available.

MOUNTAIN HOME, AR
 OZARK RGNL ILS or LOC/DME Rwy 5
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR-A
 NA when local weather not available.

MUSKOGEE, OK
 DAVIS FIELD RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13¹
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31¹
 NA when local weather not available.
¹Category E, 1000-3.

NEWPORT, AR
 NEWPORT MUNI RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
NORMAN, OK
 UNIVERSITY OF OKLAHOMA
 WESTHEIMER ILS or LOC Rwy 17¹
 NDB Rwy 3²³
 NDB Rwy 35²³
 RNAV (GPS) Rwy 3²
 RNAV (GPS) Rwy 17²

¹NA when control tower closed.

²NA when local weather not available.

³Category D, 800-2¼.

OKLAHOMA CITY, OK
 CLARENCE E.
 PAGE MUNI RNAV (GPS) Rwy 17R
 RNAV (GPS) Rwy 35L
 VOR-B
 NA when local weather not available.

WILEY POST ILS or LOC Rwy 17L¹
 RNAV (GPS) Rwy 17L
 RNAV (GPS) Rwy 35R

NA when local weather not available.

¹NA when control tower closed.

WILL ROGERS WORLD .. ILS or LOC Rwy 17L¹
 ILS or LOC Rwy 17R¹
 ILS Rwy 35R¹
 ILS or LOC/DME Rwy 35L¹
 RADAR-1¹
 VOR Rwy 17L²

¹Category E, 1000-3.

²Categories A,B, 1100-2; Categories C,D,E,
 1100-3.

OKMULGEE, OK
 OKMULGEE RGNL RNAV (GPS) Rwy 18
 NA when local weather not available.

PAULS VALLEY, OK
 PAULS VALLEY MUNI RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35¹
 NA when local weather not available.
¹Category D, 800-2½.

PONCA CITY, OK
 PONCA CITY RGNL RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 NA when local weather not available.

ROGERS, AR
 ROGERS MUNI-
 CARTER FIELD RNAV (GPS) Rwy 20¹
 VOR Rwy 2²
¹NA when local weather not available.
²Category C, 800-2¼; Category D, 800-2½.

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ALTERNATE MINS

M3

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ALTERNATE MINS

M4



NAME ALTERNATE MINIMUMS
RUSSELLVILLE, AR
 RUSSELLVILLE RGNL RNAV (GPS) Rwy 7
 Category D, 900-2¼.

SEARCY, AR
 SEARCY MUNI RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 NA when local weather not available.

SEMINOLE, OK
 SEMINOLE MUNI RNAV (GPS) Rwy 16
 NA when local weather not available.

SHAWNEE, OK
 SHAWNEE RGNL RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 NA when local weather not available.

SILOAM SPRINGS, AR
 SMITH FIELD RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 VOR-A
 NA when local weather not available.

STILLWATER, OK
 STILLWATER RGNL ILS or LOC Rwy 17¹
 NDB Rwy 17²
 RNAV (GPS) Rwy 17²
 RNAV (GPS) Rwy 35²
 VOR Rwy 17²
 VOR/DME Rwy 35²
¹NA when control tower closed.
²NA when local weather not available.

STUTTGART, AR
 STUTTGART MUNI RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 36
 NA when local weather not available.

TAHLEQUAH, OK
 TAHLEQUAH MUNI RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 NA when local weather not available.

TEXARKANA, AR
 TEXARKANA RGNL/
 WEBB FIELD ILS or LOC Rwy 22^{1,2}
 LOC BC Rwy 4¹
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 VOR Rwy 13
 NA when local weather not available.
¹NA when control tower closed.
²ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS
TULSA, OK
 RICHARD LLOYD
 JONES, JR. ILS or LOC Rwy 1L¹
 RNAV (GPS) Rwy 1L
 VOR/DME-A

NA when local weather not available.
¹ILS, 700-2. ILS, LOC, NA when control tower closed.

TULSA INTL ILS or LOC Rwy 18L¹
 ILS or LOC Rwy 18R²
 ILS or LOC Rwy 36R³
 RNAV (GPS) Rwy 8⁴
 RNAV (GPS) Rwy 18L⁵
 RNAV (GPS) Y Rwy 18R⁵
 RNAV (GPS) Y Rwy 26⁵
 RNAV (GPS) Rwy 36R⁵
 VOR/DME Rwy 8⁵
 VOR or TACAN Rwy 26⁵

¹ILS, Category D, 700-2; Category E, 700-2¼.
 LOC, Category E, 800-2¼.
²ILS, Category D, 700-2.
³ILS, Categories A, B, C, D, 700-2. LOC,
 Category E, NA.
⁴Category D, 800-2¼; Category E, 800-2¼.
⁵Category E, 800-2¼.

WEST MEMPHIS, AR
 WEST MEMPHIS MUNI ... RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 NA when local weather not available.

WOODWARD, OK
 WEST WOODWARD RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME-A
 NA when local weather not available.
 Category D, 800-2¼.

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ALTERNATE MINS

M4

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RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

ALTUS AFB (KLTS), OK (Amdt 3, 10210 USAF)

ELEV 1382

RADAR¹ - Ctc APP CON (E) 125.1 257.725 


	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/	CEIL-VIS
					HAA	
ASR ²	17R ^{3,4}		AB	1740/24	361	(400-½)
			CDE	1740/35	361	(400- ⁵ / ₈)
	17L ^{3,4}		AB	1740/24	358	(400-½)
			CDE	1740/30	358	(400- ⁵ / ₈)
	35R ⁵		AB	1740/24	386	(400-½)
			CDE	1740/35	386	(400- ⁵ / ₈)
	35L ⁵		AB	1760/24	414	(400-½)
			CDE	1760/40	414	(400-¾)
CIR ⁶	All Rwy		A	1780-1	398	(400-1)
			B	1840-1	458	(500-1)
			C	1840-1½	458	(500-1½)
			D	1940-2	558	(600-2)
			E	1980-2	598	(600-2)

¹Opr 1500-2300Z++ Mon-Fri, clsd wkend and hol. ²No-NOTAM preventive maint sked: ASR 1100-1330++ Mon-Fri. ³Stepdown fix 2 NM fr rwy thld. ⁴When ALS inop, increase RVR all CATs to 55 and vis to 1 mile. ⁵When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ⁶Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR DRAKE FIELD

Orig-A, APR 21, 1997 (FAA)

ELEV 1251

RADAR- 121.0 244.57 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/	CEIL-VIS
					HAA				HAA	
ASR	16		A	2060-1	809	(900-1)	B	2060-1¼	809	(900-1¼)
			C	2060-2¼	809	(900-2¼)	D	2060-2½	809	(900-2½)
CIRCLING			A	2060-1	809	(900-1)	B	2060-1¼	809	(900-1¼)
			C	2060-2¼	809	(900-2¼)	D	2300-3	1049	(1100-3)

Circling NA East of runway 16-34.

Inoperative table does not apply.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N1

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RADAR INSTRUMENT APPROACH MINIMUMS

FORT SMITH, AR

Amdt 8B, AUG 28, 2008 (FAA)

ELEV 469

FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ▲

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	25		AB	1040/24	594	(600-½)	C	1040/50	594	(600-1)	
			D	1040/60	594	(600-1¼)	E	1040-1½	594	(600-1½)	
	1		AB	1140-1	692	(700-1)	C	1140-2	692	(700-2)	
			D	1140-2¼	692	(700-2¼)	E	1140-2½	692	(700-2½)	
	7		AB	1200-½	731	(800-½)	C	1200-1½	731	(800-1½)	
			D	1200-1¼	731	(800-1¼)	E	1200-2	731	(800-2)	
CIRCLING			AB	1200-1	731	(800-1)	C	1200-2	731	(800-2)	
			D	1200-2¼	731	(800-2¼)	E	1200-2½	731	(800-2½)	

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.

Circling Cat E NA when R-2401B active.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA)

ELEV 1187

RADAR - (E) 120.55 322.4 ▽ ▲ NA

				DH/ MDA-VIS	HAT/ HATH/		
PAR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	
	35	3.0°/48/918	AB	1388/24	200	(200-½)	
			CDE	1388/40	200	(200-¾)	
	17	3.0°/42/809	ABCDE	1388-¾	200	(200-¾)	
ASR	35		ABC	1540/40	352	(400-¾)	
			DE	1540/50	352	(400-1)	
	17		AB	1660-1	472	(500-1)	
			C	1660-1¼	472	(500-1¼)	
			D	1660-1½	472	(600-1½)	
			E	1660-1¾	472	(500-1¾)	
CIR ¹	17-35		AB	1680-1	492	(500-1)	
			C	1680-1½	492	(500-1½)	
			D	1740-2	552	(600-2)	
			E	1780-2	592	(600-2)	

¹Cat E cir not auth W of Rwy 17-35.

LAWTON, OK

AMDT.4A, JAN 10, 2000 (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

				DA/ HATh/	HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT
	35		ABC	1560-¾	471	(500-¾)	D
CIRCLING			AB	1600-1	490	(500-1)	C
			D	1680-2	570	(600-2)	

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	17		AB	1620-1	510	(600-1)	CD	1620-1½	510	(600-1½)
CIRCLING			AB	1620-1	510	(600-1)	C	1620-1½	510	(600-1½)
			D	1680-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA)

ELEV 262

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	4R		ABC	720/40	460	(500-¾)	D	720/50	460	(500-1)
	4L		AB	780/40	522	(500-¾)	C	780/50	522	(600-1)
			D	780/60	522	(600-1¼)				
	18		AB	720-1	462	(500-1)	C	720-1¼	462	(500-1¼)
			D	720-1½	462	(700-1½)				
	22R		AB	740/24	478	(500-½)	C	740/40	478	(500-¾)
			D	740/50	478	(500-1)				
	22L		AB	740/40	480	(500-¾)	C	740/60	480	(500-1¼)
			D	740-1½	480	(500-1½)				
	36		AB	780-1	523	(600-1)	C	780-1½	523	(600-1½)
			D	780-1¾	523	(600-1¾)				
CIRCLING			AB	780-1	518	(600-1)	C	880-1¾	618	(700-1¾)
			D	1180-3	918	(1000-3)				

For inoperative MALS increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA)

ELEV 1299

WILEY POST

RADAR - 124.6 266.8 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	35R		AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1840-1¾	541	(600-1¾)				
CIRCLING			AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1880-2	581	(600-2)				

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

OKLAHOMA CITY, OK

Amdt. 20A, OCT 30, 2002 (FAA)

ELEV 1295

WILL ROGERS WORLD

RADAR - 124.6 266.8 **A**

	RWY	GS/TCH/RP/CAT	HAT/ HATH/ MDA-VIS HAA			CAT	HAT/ HATH/ MDA-VIS HAA		
			DA/	CEIL-VIS			DA/	CEIL-VIS	
ASR	35R	ABC	1680/40	386 (400-¾)		DE	1680/50	386 (400-1)	
	17L	ABCDE	1680/60	394 (400-1¼)					
	17R	ABC	1680-¾	398 (400-¾)		DE	1680-1	398 (400-1)	
	35L	ABCDE	1680-1¼	403 (400-1¼)					
CIRCLING		AB	1760-1¼	465 (500-1¼)	C		1760-1½	465 (500-1½)	
		D	1860-2	565 (600-2)	E		2240-3	945 (1000-3)	

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.

Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF)

ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 **V**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS		HAT/ HATH/ HAA	CEIL-VIS
ASR	35 ¹		A	1940/24	649		(700-½)
			B	1940/40	649		(700-¾)
			C	1940/60	649		(700-1¼)
			D	1940-1½	649		(700-1½)
			E	1940-1¾	649		(700-1¾)
	17 ²		A	2000/40	733		(800-¾)
			B	2000/50	733		(800-1)
			C	2000-1¾	733		(800-1¾)
			D	2000-2	733		(800-2)
			E	2000-2¼	733		(800-2¼)
CIR ³	35		A	1940-1	649		(700-1)
			B	1940-1¼	649		(700-1¼)
			C	1940-1¾	649		(700-1¾)
			D	1980-2¼	689		(700-2¼)
			E	2040-2¾	749		(800-2¾)
	17		A	2000-1	709		(800-1)
			B	2000-1¼	709		(800-1¼)
			C	2000-2	709		(800-2)
			D	2000-2¼	709		(800-2¼)
			E	2040-2¾	749		(800-2¾)

¹When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. ²When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. ³CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N4

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

TULSA, OK TULSA INTL

Amdt.17D, MAY 16, 2000 (FAA)

ELEV 677

RADAR - 124.0 338.3 ▽

	RWY	GS/TCH/RP	CAT	DA/	HAT/ HATH/	CEIL-VIS	CAT	DA/	HAT/ HATH/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	26			AB	1060-1	409 (400-1)	CD	1060-1½	409	(400-1½)
				E	1060-1½	409 (400-1½)				
	18R			AB	1080-1	413 (500-1)	CD	1080-1½	413	(500-1½)
				E	NA					
	18L			AB	1080/24	439 (500-½)	C	1080/40	439	(500-¾)
				DE	1080/50	439 (500-1)				
	8			AB	1120-1	449 (500-1)	C	1120-1½	449	(500-1½)
				DE	1120-1½	449 (500-1½)				
	36R			AB	1140/24	490 (500-½)	C	1140/40	490	(500-¾)
				DE	1140/50	490 (500-1)				
	36L			AB	1180-1	503 (600-1)	CD	1180-1½	503	(600-1½)
				E	NA					
CIRCLING				AB	1180-1	503 (600-1)	C	1180-1½	503	(600-1½)
				D	1300-2	623 (700-2)	E	1300-2½	623	(700-2½)

Category E circling not authorized south of runway 8-26.

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N5

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1½ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17**, 300-1½ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13**, bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17**, tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31**, trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35**, trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

ORIG 09267 (FAA)

NOTE: **Rwy 35**, terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

**ARDMORE, OK**

ARDMORE DOWNTOWN EXECUTIVE (1F0)
AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. with a min. climb of 344' per NM to 1200.

NOTE: **Rwy 17**, vehicles on road, 658' from DER, left and right of centerline up to 15' AGL/862' MSL. Trees beginning 25' from DER 258' left of centerline up to 61' AGL/880' MSL. Trees beginning 239' from DER, 180' right of centerline up to 32' AGL/886' MSL. **Rwy 35**, hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL. Multiple trees and poles beginning 82' from DER, 34' left of centerline, up to 78' AGL/941' MSL. Multiple trees and poles beginning 256' from DER, 40' right of centerline, up to 99' AGL/941' MSL.

ARDMORE MUNI (ADM)

AMDT 1A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-2¼ or std. with a min. climb of 230' per NM to 1600. **Rwy 35**, 500-2¼ or std. with a min. climb of 300' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 354° to 1400 before proceeding on course.

NOTE: **Rwy 17**, trees beginning 1692' from DER 288' left of centerline, up to 100' AGL/789' MSL. Trees 527' from DER, 362' right of centerline, up to 100' AGL/248' MSL. Trees beginning 1910' from DER, 184' right of centerline, up to 100' AGL/777' MSL. **Rwy 13**, trees beginning 760' from DER, 385' right of centerline, up to 100' AGL/795' MSL. Trees beginning 807' from DER, 649' left of centerline, up to 100' AGL/776' MSL. Trees 3339' from DER, 876' left of centerline, up to 100' AGL/819' MSL.

ARKADELPHIA, AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4**, multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22**, railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL

NOTE: **Rwy 4**, numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22**, numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35**, 400-2¼ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35**, tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1¼ or std. with a min. climb of 215' per NM to 800. **Rwy 25**, std. with a min. climb of 230' per NM to 1500, or 900-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25**, for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7**, tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)

ORIG 07354 (FAA)

NOTE: **Rwy 2**, road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20**, multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36**, tower 1.92 NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

BLACKWELL, OK

BLACKWELL-TONKAWA MUNI (BKN)

ORIG 10266 (FAA)

NOTE: **Rwy 35**, trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL. Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.



**BLYTHERVILLE, AR**

ARKANSAS INTL (BYH)
ORIG 08101 (FAA)

NOTE: **Rwy 36**, tree 3301' from departure end of runway,
1188' left of centerline, 88' AGL/337' MSL.

BLYTHERVILLE MUNI (HKA)

ORIG 08157 (FAA)

NOTE: **Rwy 18**, tree 487' from departure end of runway,
345' left of centerline, 100' AGL/364' MSL. Tree 1780'
from departure end of runway, 748' right of centerline,
100' AGL/364' MSL. **Rwy 36**, tree 2393' from departure
end of runway, 825' right of centerline, 100' AGL/359'
MSL.

BOISE CITY, OK

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: **Rwy 22**, hangars 243' from DER, 226' right of
centerline, 35' AGL/4212' MSL. Vehicle on road 566'
from DER, right and left of centerline, up to 15' AGL/
4192' MSL.

BRISTOW, OK

JONES MEMORIAL (3F7)

AMDT 4A 10098 (FAA)

NOTE: **Rwy 17**, T-L tower 3133' from DER, 686' right of
centerline, 70' AGL/960' MSL.

BUFFALO, OK

BUFFALO MUNI (BKF)

ORIG 10154 (FAA)

NOTE: **Rwy 17**, vehicles on roadway, at DER, 458' right
of centerline, up to 17' AGL/1816' MSL. Trees beginning
907' from DER, left and right of centerline, up to 40'
AGL/1829' MSL. **Rwy 35**, vehicles on roadway, 30' from
DER, 467' left of centerline, up to 17' AGL/1846' MSL.
Vehicles on roadway, 776' from DER, left and right of
centerline, up to 17' AGL/1846' MSL.

CARLISLE, AR

CARLISLE MUNI (4M3)

ORIG 08157 (FAA)

NOTE: **Rwy 9**, trees 2966' from departure end of runway,
1135' right of centerline, 100' AGL/339' MSL. Building
82' from departure end of runway, 331' left of centerline,
20' AGL/264' MSL. Building 781' from departure end of
runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18**, trees 306' from departure end of runway, across
centerline, up to 100' AGL/344' MSL. Road 674' from
departure end of runway, across centerline, 17' AGL/262'
MSL. **Rwy 27**, trees 2668' from departure end of runway,
516' right of centerline, 100' AGL/344' MSL. **Rwy 36**,
road 396' from departure end of runway, across
centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL

NOTE: **Rwy 35**, tree 1000' from departure end of runway,
on centerline, 67' AGL/1029' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min.
climb of 300' per NM to 1100.

NOTE: **Rwy 17**, terrain 207' from DER, 385' left of
centerline, 749' MSL. Ground 451' from DER, 505' left of
centerline, 753' MSL. Terrain 208' from DER, 106' right
of centerline, 739' MSL. **Rwy 35**, tree 6601' from DER,
1918' left of centerline, 100' AGL/949' MSL. Tree 473'
from DER, 342' left of centerline, 19' AGL/719' MSL.
Tree 1103' from DER, 510' right of centerline, 27' AGL/
729' MSL. Tree 1571' from DER, 558' right of
centerline, 42' AGL/739' MSL. Tree 1149' from DER,
479' left of centerline, 38' AGL/727' MSL. Tree 1510'
from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on
runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: **Rwy 5**, numerous trees left and right of centerline,
beginning 2' from departure end of runway, up to 100'
AGL/1399' MSL. **Rwy 23**, numerous trees left and right
of centerline, beginning 38' from departure end of
runway, up to 100' AGL/1359' MSL.

CLINTON, OK

CLINTON RGNL

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles.
Rwy 35, 300-1 or std. w/ min. climb of 408' per NM to
2000.

NOTE: **Rwy 35**, tower 4403' from departure end of
runway, 1625' left of centerline, 230' AGL/1780' MSL.

CLINTON-SHERMAN (CSM)

ORIG 08325 (FAA)

NOTE: **Rwy 17L**, tree 655' from departure end of runway,
317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R**,
tree 1275' from departure end of runway, 620' right of
centerline, 35' AGL/1954' MSL. **Rwy 35R**, control tower
2797' from departure end of runway, 188' right of
centerline, 66' AGL/1985' MSL. Tower 2981' from
departure end of runway, 289' right of centerline, 76'
AGL/1995' MSL.



**CONWAY, AR**

DENNIS F. CANTRELL FIELD (CWS)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA at night. **Rwy 26**, 200-1 or std. w/ min. climb of 346' per NM to 600.
Rwy 36, 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8**, trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18**, silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26**, antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36**, tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

CUSHING, OK

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29**, NA.
Rwy 36, 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36**, climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36**, tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

DECATUR, AR

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31**, railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

DUMAS, AR

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD (DUC)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 500-2¼, or std. with a min. climb of 280' per NM to 1700.

NOTE: **Rwy 17**, multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL. Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL. Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL. **Rwy 35**, multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL. Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL. Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/1471' MSL.

DURANT, OK

EAKER FIELD (DUA)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 500-3 or std. w/ min. climb of 203' per NM to 1200, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 17**, tree 305' from DER, 553' left of centerline, 100' AGL/799' MSL. **Rwy 35**, tree 346' from DER, 568' right of centerline, 100' AGL/809' MSL. Tree 535' from DER, 585' left of centerline, 100' AGL/809' MSL. Tower 2.4 NM from DER, 420' left of centerline, 420' AGL/1073' MSL.

ELDORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN
FIELD

TAKE-OFF MINIMUMS: **Rwys 13, 22, 31, 35**, 300-1.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

EL RENO, OK

EL RENO RGNL (RQO)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36**, NA-Environmental.
Rwy 35, 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17**, vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35**, powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35**, multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.





10266

ENID, OK

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13**, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35**, fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 501' per NM to 1800 or 400-1½ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34**, 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34**, climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16**, multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34**, multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 500-2½ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16**, trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34**, tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

FLIPPIN, AR

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19**, 200-1½ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25**, 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7**, terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL. **Rwy 19**, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25**, pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

FREDERICK, OK

FREDERICK RGNL (FDR)

ORIG 10266 (FAA)

NOTE: **Rwy 3**, vehicles on road 425' from DER, 231' right of centerline, 15' AGL/1269' MSL. **Rwy 12**, vehicles on road 404' from DER, 229' left of centerline, 15' AGL/1254' MSL.

10266





10266

GOLDSBY, OK

DAVID JAY PERRY

NOTE: **Rwy 13**, trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31**, tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35**, tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

GROVE, OK

GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18**, building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36**, rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

AMDT 1 09351 (FAA)

NOTE: **Rwy 16**, trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK

GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3700 before turning.

HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

HELENA/WEST HELENA, AR

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 250' per NM to 700.

HENRY POST AAF (KFSI)

FORT SILL, OK 10098

Rwy 17, Standard**Rwy 35**, Standard

DEPARTURE PROCEDURE:

Rwy 35, Climb heading 008° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 17**: Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/1229' MSL, 2488' from DER, 296' right of centerline.

HENRYETTA, OK

HENRYETTA MUNI (F10)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 312' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1300 before proceeding on course.

NOTE: **Rwy 18**, numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL. **Rwy 36**, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

HOBART, OK

HOBART RGNL (HBR)

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA-Environmental.

NOTE: **Rwy 35**, Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. Terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOPE, AR

HOPE MUNI (M18)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Rwy closed indefinitely.

NOTE: **Rwy 16**, tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34**, trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

10266



23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

HOT SPRINGS, AR**MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min. climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13, 23, 31**, climb on runway heading to 1700 before departing on course.

IDABEL, OK**MC CURTAIN COUNTY RGNL**

NOTE: **Rwy 2**, trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

JONESBORO, AR**JONESBORO MUNI (JBR)****AMDT 2 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.

NOTE: **Rwy 5**, multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13**, multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23**, multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

LAKE VILLAGE, AR**LAKE VILLAGE MUNI (M32)****ORIG 10042 (FAA)**

NOTE: **Rwy 1**, trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19**, trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

LAWTON, OK**LAWTON-FT SILL RGNL (LAW)****ORIG 10042 (FAA)**

NOTE: **Rwy 17**, tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35**, tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

LITTLE ROCK, AR**ADAMS FIELD (LIT)****AMDT 8 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L**, 300-1¼ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R**, 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 22R**, climb heading 225° to 1100 before turning right. **Rwy 36**, climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L**, tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R**, tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18**, trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 377' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L**, trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R**, trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36**, trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

LITTLE ROCK AFB (KLRG)

JACKSONVILLE, AR 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: **Rwy 07:** Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25:** Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 2600 before turning southbound. **Rwy 18,** plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/604' MSL.

MARIANNA, AR

MARIANNA/LEE COUNTY - STEVE EDWARDS FIELD (6M7)

ORIG 10210 (FAA)

NOTE: **Rwy 18,** numerous poles beginning 85' from DER, 372' right of centerline, up to 52' AGL/269' MSL. Trees 1161' from DER, 530' right of centerline, up to 63' AGL/280' MSL. **Rwy 36,** trees beginning at DER, 483' left of centerline, up to 55' AGL/276' MSL. Trees 717' from DER, 682' right of centerline, up to 52' AGL/266' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.



MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9**, trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27**, trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 420' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right.

Rwy 23, turn left: All aircraft proceed direct via FLP VOR/DME then climb on course.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17**, trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35**, trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. **Rwy 22**, 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31**, 300-1½ or std. w/ min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22**, tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31**, tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22**, building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36**, trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3**, multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21**, terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35**, multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5**, 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35**, 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R**, multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L**, bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK (HSD)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 171° to 1700 before proceeding on course.

NOTE: **Rwy 17**, multiple trees 134' from DER, 237' left of centerline, up to 45' AGL/1238' MSL. Building 442' from DER, 472' left of centerline, 22' AGL/1215' MSL. Tower 4132' from DER, 561' left of centerline, 109' AGL/1334' MSL. Tower 4808' from DER, 109' right of centerline, 109' AGL/1341' MSL. **Rwy 35**, multiple trees 131' from DER, 330' left of centerline, up to 34' AGL/1187' MSL.

WILL ROGERS WORLD

NOTE: **Rwy 35L**, post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36**, obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.





10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

23 SEP 2010 to 21 OCT 2010

OKLAHOMA CITY, OK (CON'T)

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, 200-1 or std. with a min. climb of 310' per NM to 1600.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 127° to 2300 before turning left. **Rwys 35L, 35R**, climb heading 352° to 1900 before turning right.NOTE: **Rwy 13**, multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL.Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L**, multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL.Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R**, windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL.**Rwy 31**, road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L**, multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1600 before proceeding on course.NOTE: **Rwy 18**, multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL/779' MSL.

OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.NOTE: **Rwy 1**, 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY (7M5)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1½ or std. w/ min. climb of 492' per NM to 1200.**Rwy 22**, std. w/ min. climb of 245' per NM to 1400, or 900 - 2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn to 3000 via FSR R-064 to FSR VORTAC before proceeding on course. **Rwy 22**, climbing right turn to 3000 via FSR R-064 to FSR VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSR R-064 to FSR VORTAC before proceeding on course.NOTE: **Rwy 4**, tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL. Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL. Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL. Tower 57' from DER, 404' right of centerline, 34' AGL/687' MSL. **Rwy 22**, multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL. Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26**, NA-unsurveyed turf runways. **Rwy 22**, 200-1.NOTE: **Rwy 4**, tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22**, sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

PAULS VALLEY, OK

PAULS VALLEY MUNI (PVJ)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-1½ or std. w/ min. climb of 282' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER.NOTE: **Rwy 12**, tank 1.13 NM from DER, 2259' right of centerline, 200' AGL/1130' MSL. **Rwy 35**, tree 1247' from DER, 364' right of centerline, 100' AGL/1040' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17**, multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35**, antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

10266



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SC-1



10266

POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2500 before turning on course. **Rwy 36**, climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36**, cross departure end of runway at or above 16' AGL/461' MSL.

PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb to 1400 before turning on course.

ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7**, 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25**, 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7**, building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35**, 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1000 before turning. **Rwy 35**, climbing left turn to 1500 on heading 180° before proceeding on course.

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 169° to 2500 before turning left. **Rwy 35**, climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17**, trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35**, vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16**, powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

SHAWNEE, OK

SHAWNEE RGNL (SNL)

ORIG 10210 (FAA)

NOTE: **Rwy 17**, multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL. Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL. Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL. **Rwy 35**, tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18**, light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36**, power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36**, 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18**, tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27**, tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17**, trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35**, poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

10266



SC-1

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)
AMDT 4 07354 (FAA)

NOTE: **Rwy 4**, multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13**, multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22**, multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31**, vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL. Multiple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL.

TINKER AFB (KTIK),

OKLAHOMA CITY, OK
09043

DEPARTURE PROCEDURE: **Rwy 30**, climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35**, intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30**, Trees 47' AGL/ 1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/ 1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK

RICHARD LLOYD JONES JR (RVS)
AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1% or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climb heading 007° to 1400 before proceeding on course. **Rwy 13**, climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R**, climb heading 187° to 1400 before proceeding on course. **Rwy 31**, climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L**, tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL. **Rwy 1R**, railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13**, building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L**, tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R**, tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31**, hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/ 714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.



10266

TULSA, OK (CON'T)

TULSA INTL (TUL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb on a heading between 289° CW to 083° from DER, or minimum climb of 222' per NM to 2900 for headings 084° through 288°.

NOTE: **Rwy 18R**, vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL. Antenna on building 549' from DER, 447' left of centerline, 22' AGL/692' MSL. Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL. Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL. Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL. **Rwy 26**, antenna and building 1031' from DER, 745' left of centerline, up to 53' AGL/708' MSL. Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL. **Rwy 36L**, trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL. Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL.

VANCE AFB (KEND)

ENID, OK09323

TAKE-OFF OBSTACLES:

Rwy 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

Rwy 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36**, Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

WATONGA, OK

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17**, vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35**, trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17**, truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35**, tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, NOTE: 101' AGL trees 2155' from departure end of rwy, 198' right of centerline.

WOODWARD, OK

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 3100 before proceeding on course.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

10266



ADA MUNI (ADH) 2 N UTC-6(-5DT) N34°48.26' W96°40.27'

1016 B S4 FUEL 100LL, JET A TPA-1808(792) NOTAM FILE ADH

RWY 17-35: H6203X100 (ASPH) S-50, D-140, 2S-175, 2D-224 MIRL 0.6% up N

RWY 17: ODALS. PAPI(P4L)—GA 3.0° TCH 44'. P-line.

RWY 35: REIL. PAPI(P4L)—GA 2.0° TCH 19'. Thld dsplcd 100'.
Trees.

RWY 13-31: H2717X50 (ASPH) S-50, D-171, 2S-175, 2D-280
0.8% up NW

RWY 31: Antenna.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z, Sun
1800-2300Z. For fuel after hours call 580-235-5279. Twy A3
clsd indef. MIRL Rwy 17-35 preset low ints, to increase ints and
ACTIVATE REIL Rwy 35 and ODALS Rwy 17—CTAF. Landing fee for
acft weight 50,000 lbs or greater.

WEATHER DATA SOURCES: AWOS-3 118.725 (580) 332-6222.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (MC ALESTER RADIO)

® FORT WORTH CENTER APP/DEP CON 128.1

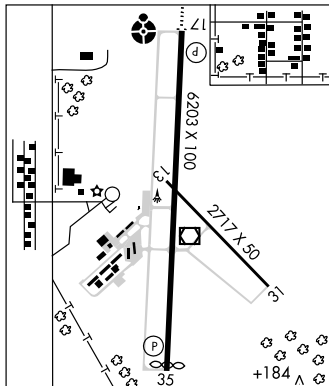
RADIO AIDS TO NAVIGATION: NOTAM FILE ADH.

(T) VOR/DME 117.8 ADH Chan 125 N34°48.15'

W96°40.21' at fld. 987/6E.

VOR/DME unusable 125°-145°.

VOR portion unusable 291°-324° byd 15 NM blo 5000', 325°-348°.



DALLAS-FT. WORTH

H-6H, L-17C

IAP

ADDMO N34°13.94' W96°55.99' NOTAM FILE ADM.

NDB (LDM) 400 AI 309° 6.1 NM to Ardmore Muni. Unmonitored when twr clsd.

DALLAS-FT WORTH

AFTON

CHEROKEE SPB (406) 7 SW UTC-6(-5DT) N36°35.00' W94°55.01'

739 TPA-1239(500) NOTAM FILE MLC

WATERWAY ALL WAY: 10000X800 (WATER)

WATERWAY NE-SW: 4000X200 (WATER)

SEAPLANE REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY

GRAND LAKE RGNL (309) 9 SE UTC-6(-5DT) N36°34.66' W94°51.71'

792 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H3925X60 (CONC) S-30, D-60, 2D-80 MIRL

RWY 17: REIL. VASI(V2L)—GA 4.25° TCH 35'. Dsplcd thld 230'.
Trees.

RWY 35: VASI(V2L)—GA 3.75° TCH 29'. Dsplcd thld 230'.

AIRPORT REMARKS: Attended 1200-0300Z. +130' twr 1,200' E of Rwy
17. Rwy 17 end is 30' higher than Rwy 35 end. Rwy 17-35 230'
safety zone on either end of rwy marked as dsplcd thld. Birds on
and in/ovf arpt. VASI Rwy 17 OTS indef. VASI Rwy 35 OTS indef.
REIL Rwy 17 OTS indef. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17,
VASI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

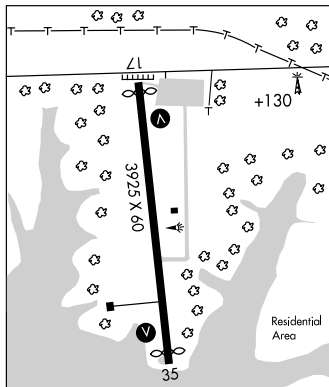
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 225° 26.0 NM to fld. 1200/7E.

KANSAS CITY

L-16F



WAAS CH 61012 W17A	APP CRS 174°	Rwy Idg 6203 TDZE 1016 Apt Elev 1016
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RNAV (GPS) RWY 17

ADA MUNI (ADH)

▼ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

ODALS

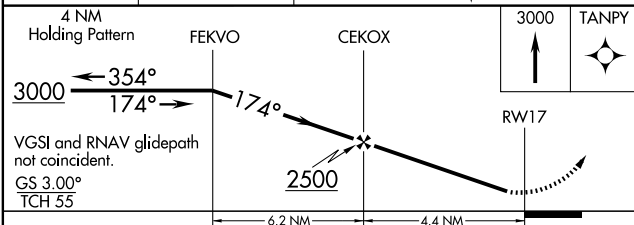
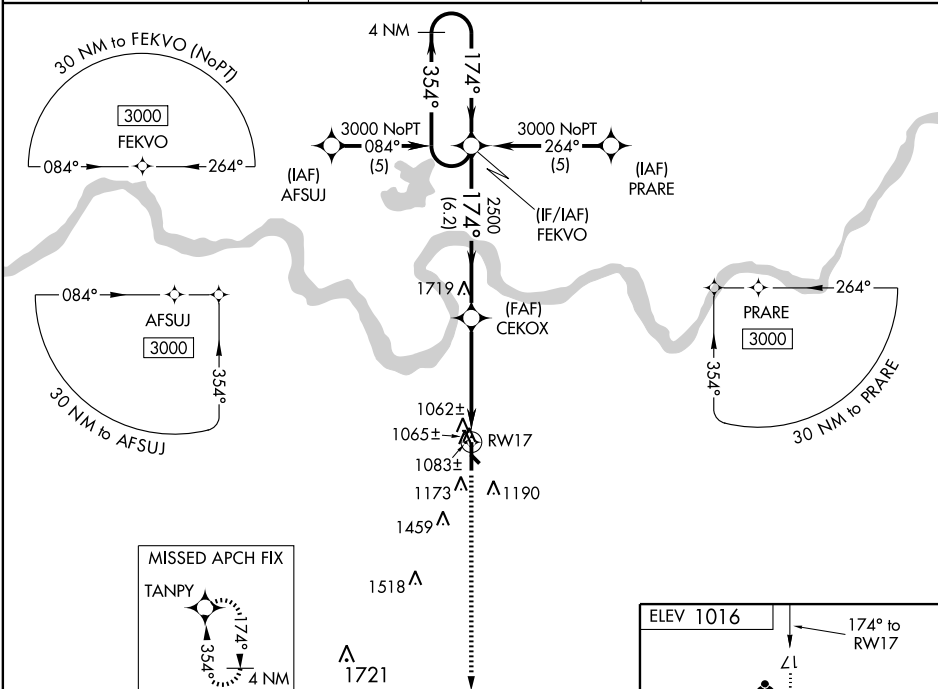


MISSED APPROACH:
Climb to 3000 direct
TANPY and hold.

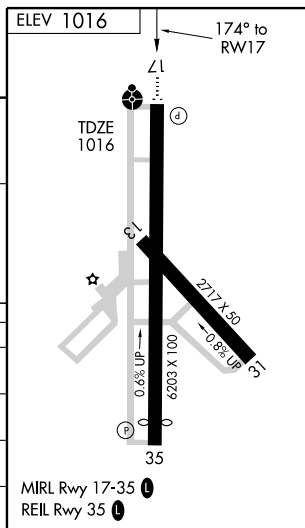
AWOS-3
118.725

FORT WORTH CENTER
128.1 327.15

UNICOM
122.8 (CTAF) 1



CATEGORY	A	B	C	D
LPV DA	1304-1	288 (300-1)		NA
LNAV/VNAV DA	1335-1	319 (400-1)		NA
LNAV MDA	1380-1	364 (400-1)		NA
CIRCLING	1520-1	504 (600-1)	1520-1½ 504 (600-1½)	NA



WAAS
CH **70412**
W35A

APP CRS
354°

Rwy Idg **6103**
TDZE **995**
Apt Elev **1016**

RNAV (GPS) RWY 35
ADA MUNI (ADH)

▼ Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility $\frac{1}{4}$ mile.

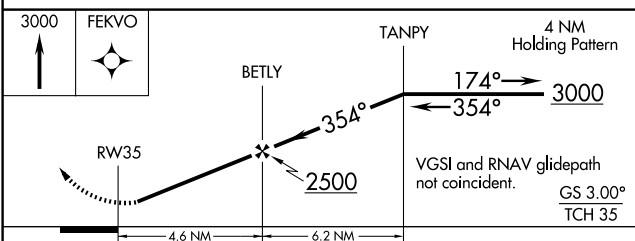
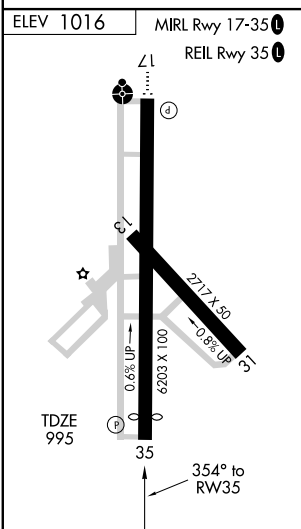
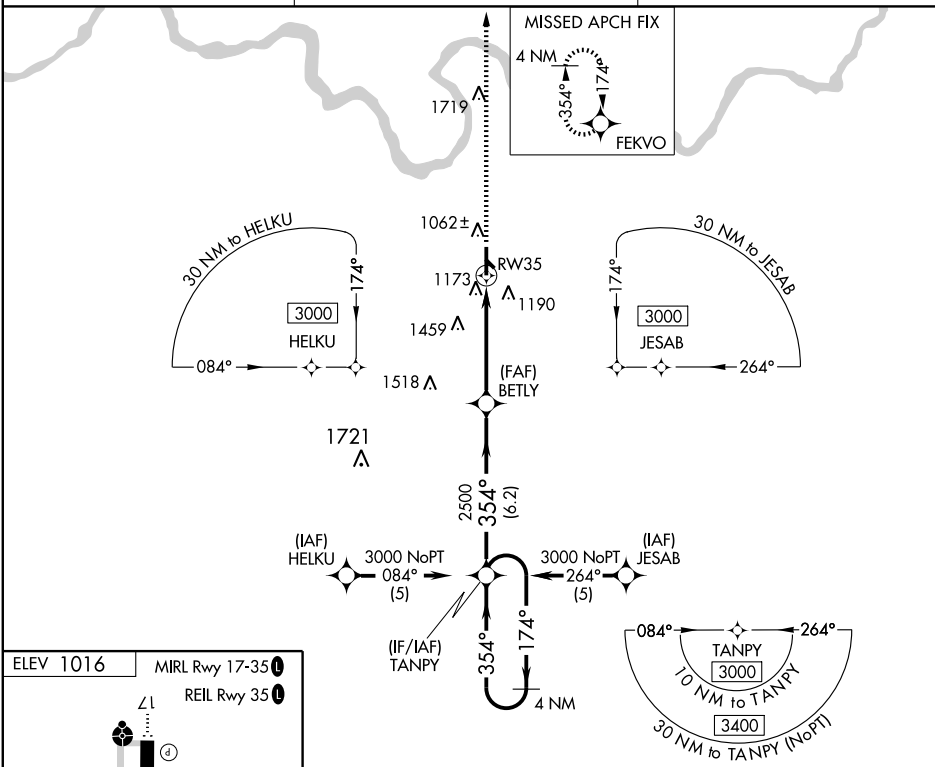
▲

MISSED APPROACH: Climb to 3000
direct FEKVO and hold.

AWOS-3
118.725

FORT WORTH CENTER
128.1 327.15

UNICOM
122.8 (CTAF) 0

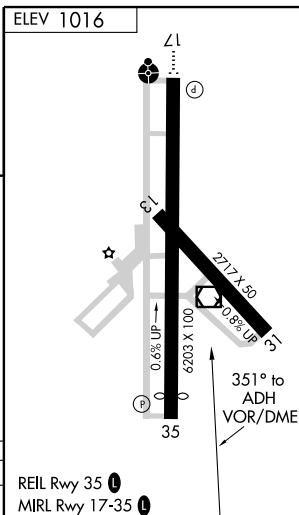
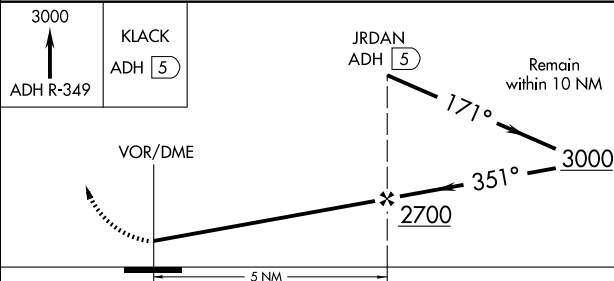
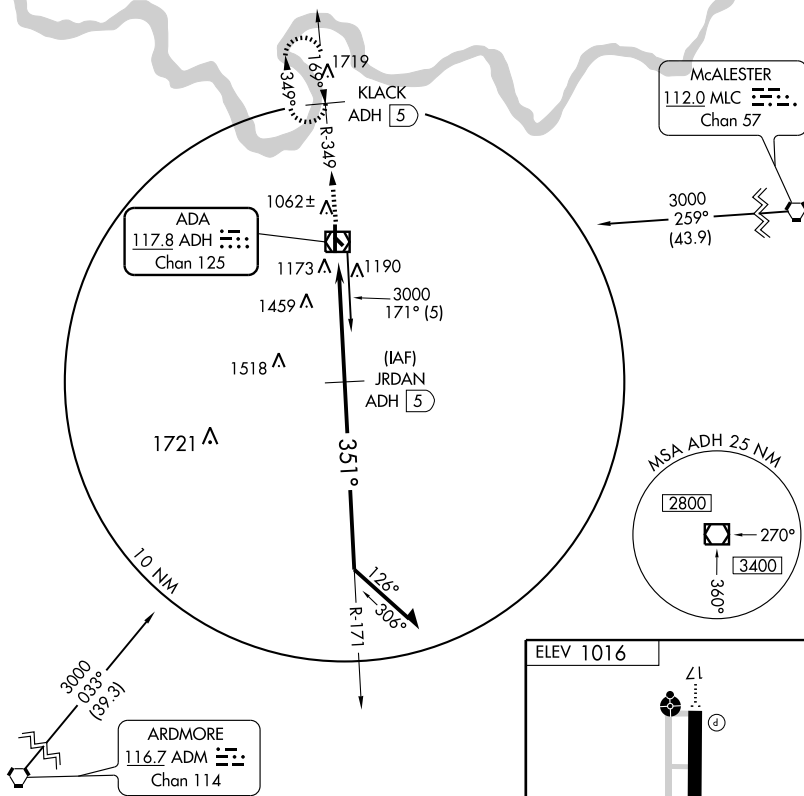


CATEGORY	A	B	C	D
LPV DA	1263-1	268 (300-1)		NA
LNAV MDA	1600-1	605 (600-1)	1600-1 $\frac{3}{4}$ 605 (600-1 $\frac{3}{4}$)	NA
CIRCLING	1600-1	584 (600-1)	1600-1 $\frac{3}{4}$ 584 (600-1 $\frac{3}{4}$)	NA

VOR/DME-A
ADA MUNI (ADH)

MISSED APPROACH: Climb to 3000 via ADH R-349 to KLACK/5 DME and hold.

UNICOM
122.8 (CTAF) **L**



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME ADH 117.8 Chan 125	APP CRS 169°	Rwy Idg 6103 TDZE 1016 Apt Elev 1016
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VOR/DME RWY 17
ADA MUNI (ADH)

ADA MUNI (ADH)



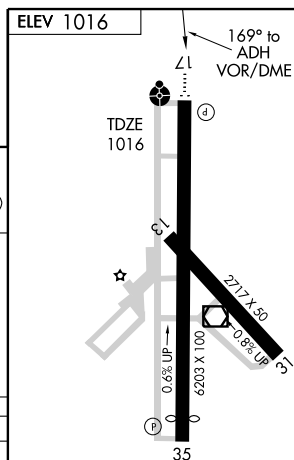
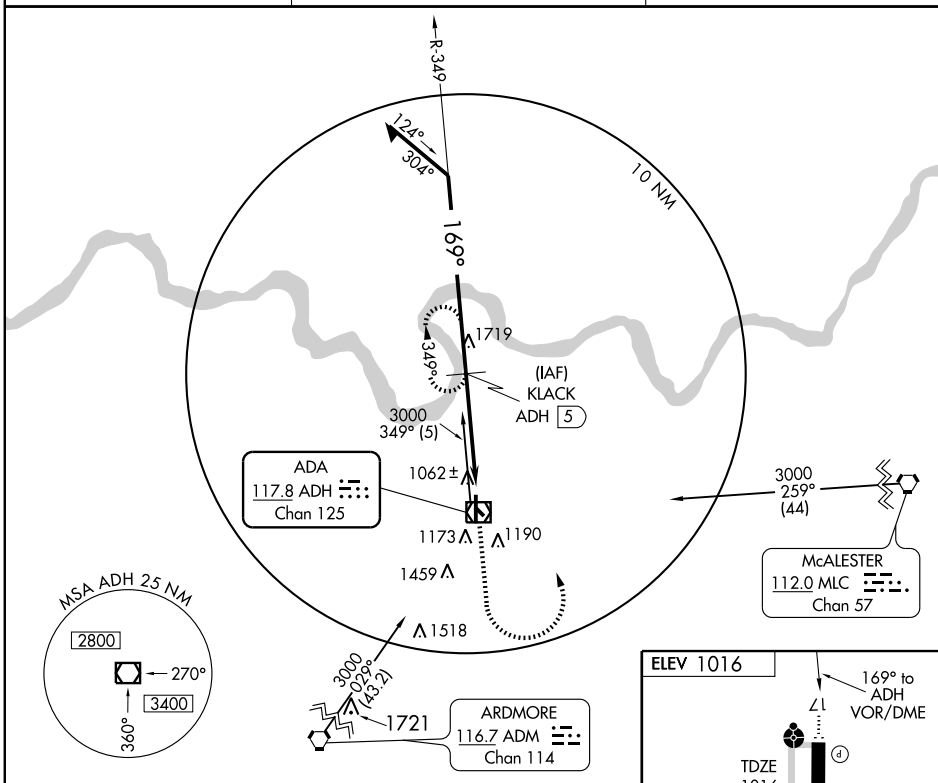
Circling to Rwy 31 not authorized at night.



MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

AWOS-3
118.725

FORT WORTH CENTER
128.1 327.15

UNICOM
122.8 (CTAF) **L**

SC-1.23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

Remain within 10 NM

2800

349°

169°

2500

Visual glideslope indicator and descent angle not coincident.

KLACK ADH 5

ADH 1

VOR/DME

3.13° TCH 40

CATEGORY	A	B	C	D
S-17	1400-1 384 (400-1)			NA
CIRCLING	1520-1 504 (600-1)	1520-1½ 504 (600-1½)		NA

REIL Rwy 35 **L**
MIRL Rwy 17-35 **L**

ADA, OKLAHOMA
Amdt 1D 10210

34°48'N-96°40'W

ADA MUNI (ADH)
VOR/DME RWY 17

ALTUS/QUARTZ MOUNTAIN RGNL (AXS) 3 N UTC-6(-5DT) N34°41.93' W99°20.31'

DALLAS-FT. WORTH

1433 B S4 FUEL 100LL, JET A TPA-2433(1000) NOTAM FILE AXS

H-6H, L-17B

RWY 17-35: H5501X75 (CONC) S-30, D-48, 2D-90 MIRL 0.3% up N

IAP

RWY 17: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended 1300-0300Z†. For svc after hrs call 580-471-0992. Do not mistake Altus AFB 4 miles southeast of arpt. 320' tower 2.6 miles south of arpt. Numerous agricultural acft ops invov arpt. Numerous heavy military jet acft ops invov arpt. Ultralight activity on and invov arpt. MIRL Rwy 17-35 preset med ints, to incr ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.825 (580) 477-1745.

COMMUNICATIONS: CTAF/UNICOM 122.8

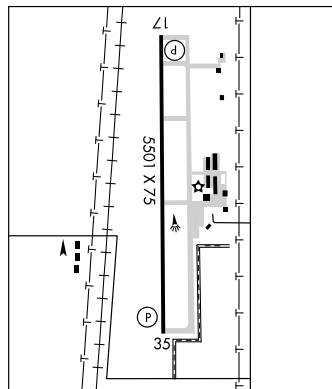
Ⓡ APP/DEP CON 125.1 (Mon-Fri 1430-0830Z† except Federal hols)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

HOBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99' W99°03.80' 224° 16.9 NM to fld. 1472/10E.

(L) **VORTAC** 109.8 LTS Chan 35 N34°39.77' W99°16.26' 295° 4.0 NM to fld. 1370/8E. NOTAM FILE MLC.



ALVA RGNL (AVK) 2 S UTC-6(-5DT) N36°46.39' W98°40.20'

WICHITA

1474 B S2 FUEL 100LL, JET A NOTAM FILE AVK

L-15D

RWY 17-35: H4386X75 (ASPH) S-15 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 52'. Building.

RWY 35: PAPI(P2L) Thld dsplcd 145'.

RWY 08-26: 1850X170 (TURF)

RWY 26: P-line.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep 1400-0000Z†. Fuel 24 hr automated credit card system. Rwy 08-26 CLOSED indef. PAEW adjacent Rwy 17-35. Rwy 08-26 gopher holes in rwy.

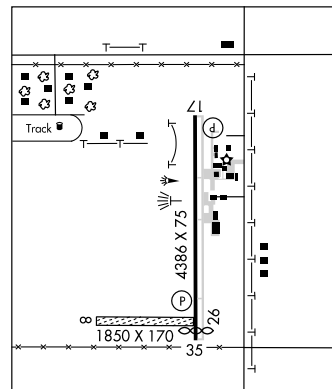
WEATHER DATA SOURCES: AWOS-3 121.125 (580) 327-6778.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ VANCE APP/DEP CON 119.775 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.8. (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.



ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54' W98°10.24' 219° 33.3 NM to fld. 1390/7E.

WAAS CH 86216 W17A	APP CRS 172°	Rwy Idg 5501 TDZE 1433 Apt Elev 1433
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RNAV (GPS) RWY 17

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat B and Circling Cat B visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

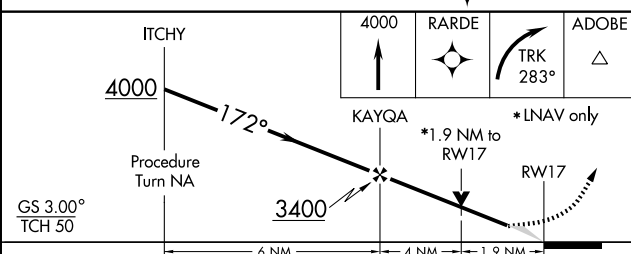
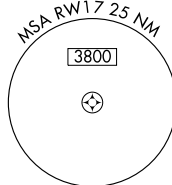
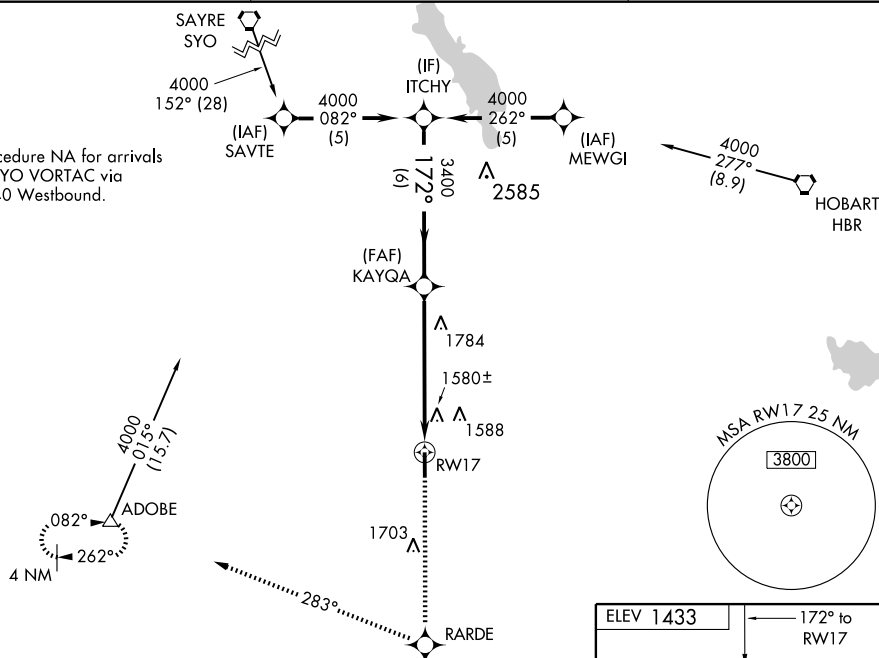
MISSED APPROACH:
Climb to 4000 direct
RARDE and right turn
via track 283° to
ADOBE and hold.

AWOS-3
118.825

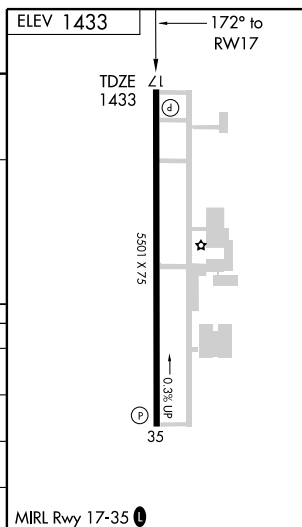
ALTUS APP CON★
125.1 259.3

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals
at SYO VORTAC via
V440 Westbound.



CATEGORY	A	B	C	D
LPV DA	1713-1 280 (300-1)			NA
LNAV/VNAV DA	1925-1 ³ / ₄ 492 (500-1 ³ / ₄)			NA
LNAV MDA	2100-1 667 (700-1)		2100-1 ³ / ₄ 667 (700-1 ³ / ₄)	NA
CIRCLING	2100-1 667 (700-1)		2100-1 ³ / ₄ 667 (700-1 ³ / ₄)	NA



WAAS CH 93914 W35A	APP CRS 352°	Rwy Idg TDZE 1423 Apt Elev 1433
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RNAV (GPS) RWY 35

ALTUS/QUARTZ MOUNTAIN RGNL (A.XS)

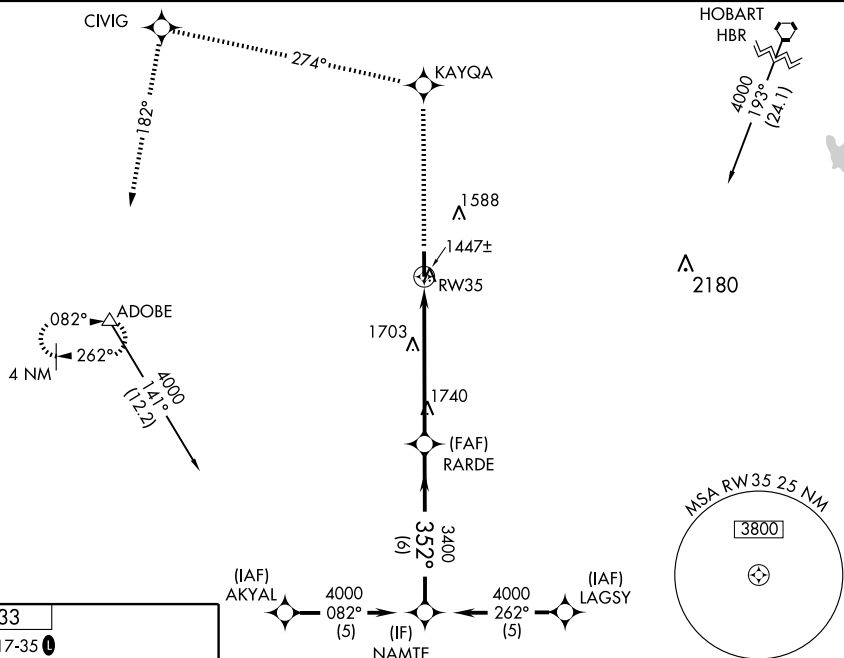
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.

AWOS-3
118.825

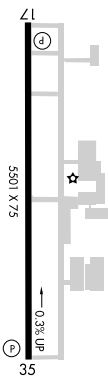
ALTUS APP CON★
125.1 259.3

UNICOM
122.8 (CTAF) ①



ELEV 1433

MIRL Rwy 17-35 ①



4000	KAYQA	TRK 274°	CIVIG	TRK 182°	ADOBE	NAMTE
↑	✱	✱	✱	✱	✱	✱
* LNAV only						
* 1.8 NM to RW35						
RW35						
1.8 NM						
4.2 NM						
6 NM						
CATEGORY	A	B	C	D		
LPV DA	1673-1	250 (300-1)		NA		
LNAV/VNAV DA	1717-1	294 (300-1)		NA		
LNAV MDA	2040-1	617 (700-1)	2040-1¾ 617 (700-1¾)	NA		
CIRCLING	2040-1	607 (700-1)	2040-1¾ 607 (700-1¾)	NA		

VORTAC HBR <u>111.8</u> Chan 55	APP CRS 224°	Rwy Idg N/A TDZE N/A Apt Elev 1433
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ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

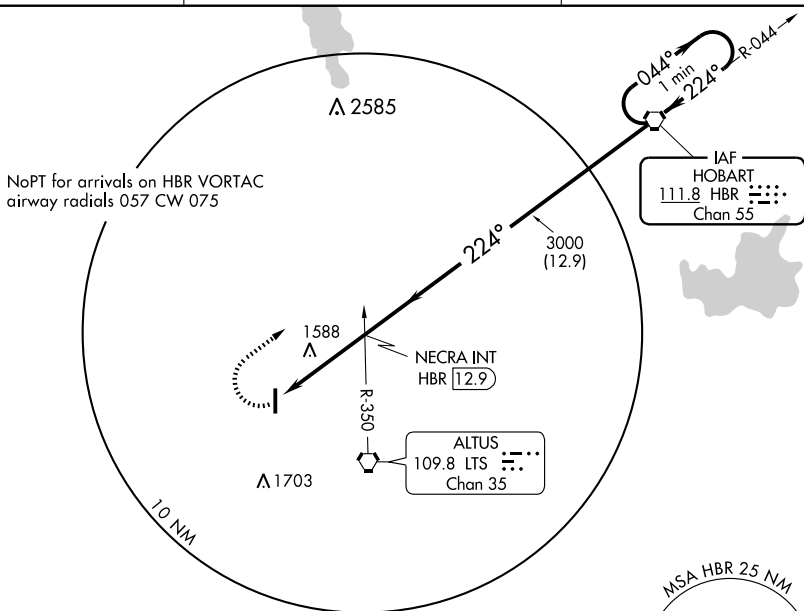
T
A When local altimeter setting not received
use Hobart altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 via HBR R-224 to HBR VORTAC and hold.

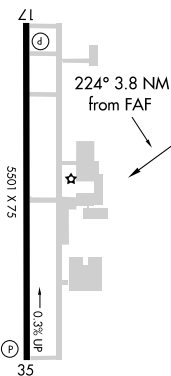
AWOS-3
118,825

ALTUS APP CON★
125.1 259.3

UNICOM
122.8 (CTAF) **L**

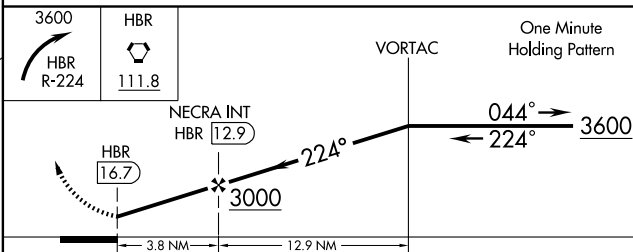


ELEV 1433

MIRL Rwy 17-35 **L**

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-1½)	NA
HOBBART MUNI ALTITUDE SETTING MINIMUMS				
CIRCLING	2020-1	587 (600-1)	2020-1½ 587 (600-1½)	NA

ALTUS, OKLAHOMA

Amdt 4D 09267

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

34°42'N - 99°20'W

VOR-A

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VORTAC LTS 109.8 Chan 35	APP CRS 119°	Rwy Idg TDZE Apt Elev	N/A N/A 1433
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VOR-B

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

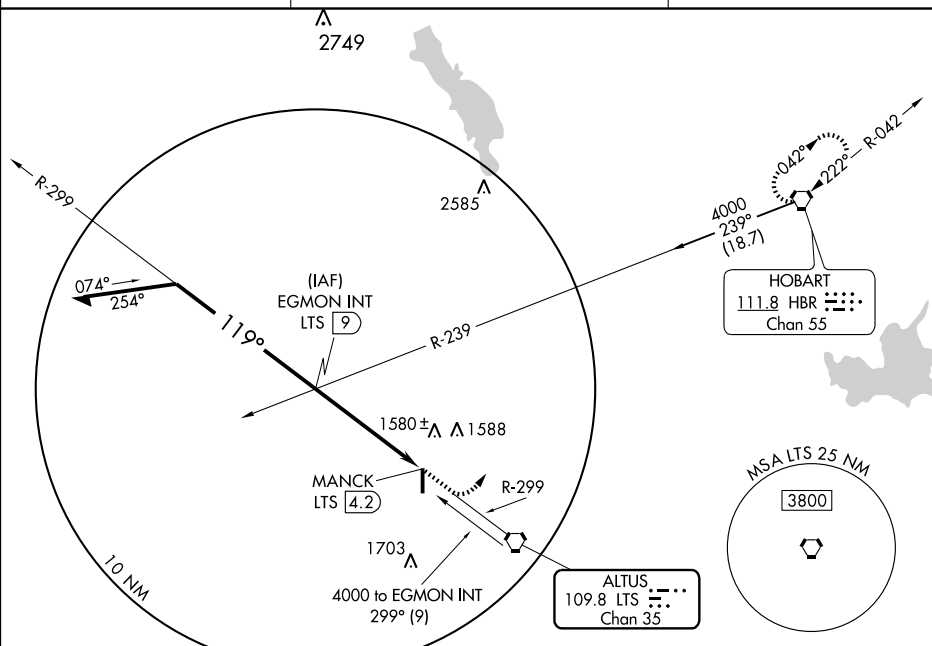
T When local altimeter setting not received, use Hobart altimeter
A setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

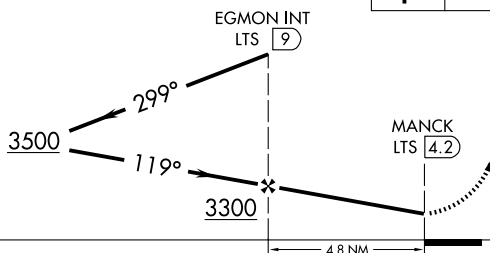
AWOS-3
118.825

ALTUS APP CON★
125.1 259.3

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM



ELEV 1433

119° 4.8 NM
from FAF

111.8

MIRL Rwy 17-35 **L**

CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

ALTUS, OKLAHOMA

Amdt 1 09267

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

34°42'N - 99°20'W

VOR-B

SC-1, 23 SEP 2010 to 21 OCT 2010

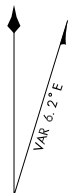
SC-1. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

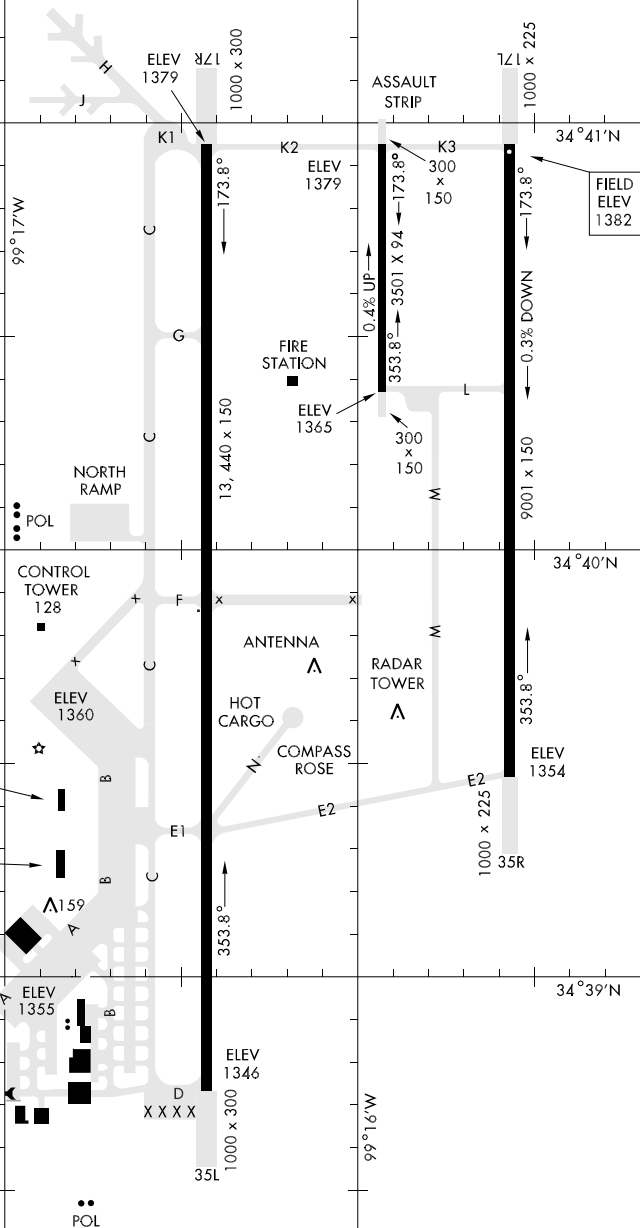
AFD-482 [USAF]

ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
 ALTUS TOWER
 119.65 255.6
 GND CON
 121.85 275.8
 CLNC DEL
 120.65 284.7



JANUARY 2007
 ANNUAL RATE OF CHANGE
 0.1° W



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WGS DATUM

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

ALTUS AFB (LTS)(KLTS) AF 3 E UTC-6(-5DT) N34°39.99' W99°16.09' **DALLAS-FT WORTH**
 1382 B TPA—See Remarks NOTAM FILE LTS Not insp. **H-6H, L-17B**
Rwy 17R-35L: H13440X150 (CONC) PCN 50 R/C/W/T HIRL (NSTD) **DIAP, AD**
Rwy 17R: ALSF1. PAPI(P4L). **Rwy 35L:** ALSF1. PAPI(P4L).
Rwy 17L-35R: H9001X150 (ASPH) PCN 69 R/B/W/T HIRL
Rwy 17L: ALSF1. PAPI(P4L). 0.3% down. **Rwy 35R:** ALSF1. PAPI(P4L).
Rwy 174-354: H3501X94 (ASPH) PCN 59 F/A/W/T MIRL 0.4% up N
MILITARY SERVICE: LGT: Rwy 35R and 35L SFL OTS indef. Reduced primary sfc obstruction lgts for Rwy 17L-35 during night vision device ops.
JASU (A/M32A-86) (AM32A-95) (MXU-4A-A) **FUEL J8 FLUID W SP PRESAIR LHGX LOX OIL O-133-148-156**
 SOAP (24 hr prior notice) **TRAN ALERT** Svc avbl Mon-Fri 1500-0001Z† clsd Sat, Sun and holidays. Tran maintenance and parts support extremely limited. No maintenance avbl for magnetic chip indicator inspection on F16 acft with GE F110 engines.
MILITARY REMARKS: Opr Mon-Fri 1430-0830Z†, clsd weekends and holidays. Afd Management Ops opr weekdays 1245-0830Z†, clsd weekends and federal holidays. See FLIP AP/1 Supplementary Arpt Info. **RSTD** PPR rqr 48 hr prior notice rqr. Ctc Afd Management Ops DSN 866-6200/6415, C 580-481-6200/6415. PPR valid +/- 30 min prior/after ETA. Early/late arrival/ departure must re-coordinate with afd management ops. Transient aircrews must contact afd management ops for pattern work request. Limited to one apch Mon-Fri. Altus acft take priority over tran acft. Rwy 174-354 for assault strip training only. Transient acft ctc Current Ops for scheduling/approval, DSN 866-6544. Due to unscheduled afd closings, aircrews utilizing Altus AFB as an alternate must advise their dep Afd Management Ops or local FSS to include KLTSYXXY as an addressee on the orig DD 175 Flight Plan and on any change, delay, dep and cancel message. All inbound passenger/cargo acft ctc command post (Gerónimo 349.4) no later than 30 min prior to ldg. All acft with haz cargo (including MJU7 and MJU10 flares) notify Afd Management Ops (PTD 372.2) and Command Post no later than 30 min prior to ldg. Minimum Communications Security aids and overnight storage avbl for transient aircrews only. Numerous twr obst lgt O/S 1200'-1800' northwest of Rwy 17R thld in vicinity of Twy J and H, 1480 feet MSL. Mandatory/Informational signage non-std. Acft on parking spot 41 taxiing toward taxilane A eastbound will begin turn 80° past C17 nose gear box on spot 41. Acft will be marshaled by maintenance. All Taxiway VFR holding positions correct, but do not coincide with rwy hold position signs. Movement area thru wash rack clsd. All acft must use minimum taxi power on Twy C. **CAUTION** Heavy/jumbo jet training surface to 9000' within 25 NM radius. NSTD twy widths: Twy C, south of Twy G to Twy D 50'. Rwy 17L-35R NSTD assault strip marked from thld to approximately 3500' each end. Exercise extreme caution for acft (1428') taxiing 350' east of dep end Rwy 174. Ngt Vision Devices trng Tue-Sat 0230-0630Z, tran acft will ctc Afd Management Ops (372.2) or Comd Post (Gerónimo 349.4) 30 min prior to arrival. No twy end lgts from midpoint of Twy D southside to Twy B, on west side Twy C abeam clsd portion Twy F, retro-reflective twy edge stripes in place. Altus AFB has the following NSTD markings: wingtip cldc lines in the Mass Acft Park Area, driving lane lines located on Twy B and Twy A, and C17 star turn markings located on the North Ramp, Twy J and Twy L/M ground ops area. **TFC PAT** TPA—East, overhead 3400(2018), rectangular 2900(1518), helicopter 1900(518). West (fighter acft only) overhead Rwy 17R 3400(2018). **MISC** Twr visibility obstruction of Rwy 35L apch end and Twy C, south of Twy E-1 intersection.
COMMUNICATIONS: ATIS 109.8 273.5 **PTD 372.2**
APP CON 125.1 257.725, other times ctc
PORT WORTH CENTER APP CON 128.4 269.375 133.5 350.35
TOWER 119.65 255.6 (Mon-Fri 1430-0830Z†) **GND CON** 121.85 275.8 **CLNC DEL** 120.65 284.7
DEP CON 125.1 290.9, other times ctc
PORT WORTH CENTER DEP CON 128.4 290.2 133.5 350.35
COMD POST (Call GERONIMO) 311.0 321.0 349.4 6761 **SOF** 349.4 **PMSV METRO** 239.8. Opr weekdays 24 hrs. Cldc weekends and holidays. Forecast svc avbl 1800Z† Mon-end of flying day Fri. Remote briefing svc avbl Barksdale AFB. DSN 781-4775 C318-456-4775. AN/FMQ-19 in use and augmented as required. Auto obsn when afd closed.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.
(L) VORTAC 109.8 LTS Chan 35 N34°39.78' W99°16.27' at fld. 1370/8E. No NOTAM MP Mon, Wed 1100-1400Z†.
ILS 110.55 I-RUK Rwy 17L. No NOTAM MP Tue-Thu 1100-1400Z†.
ILS 110.55 I-FNM Rwy 35R. No NOTAM MP Tue-Thu 1100-1400Z†.
ASR/PAR Radar see Terminal FLIP for Radar Minima.

VORTAC LTS 109.8 Chan 35	APCH CRS 357°	Rwy Idg 13,440 THRE 1346 Arpt Elev 1382
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JAL-482 [USAF]

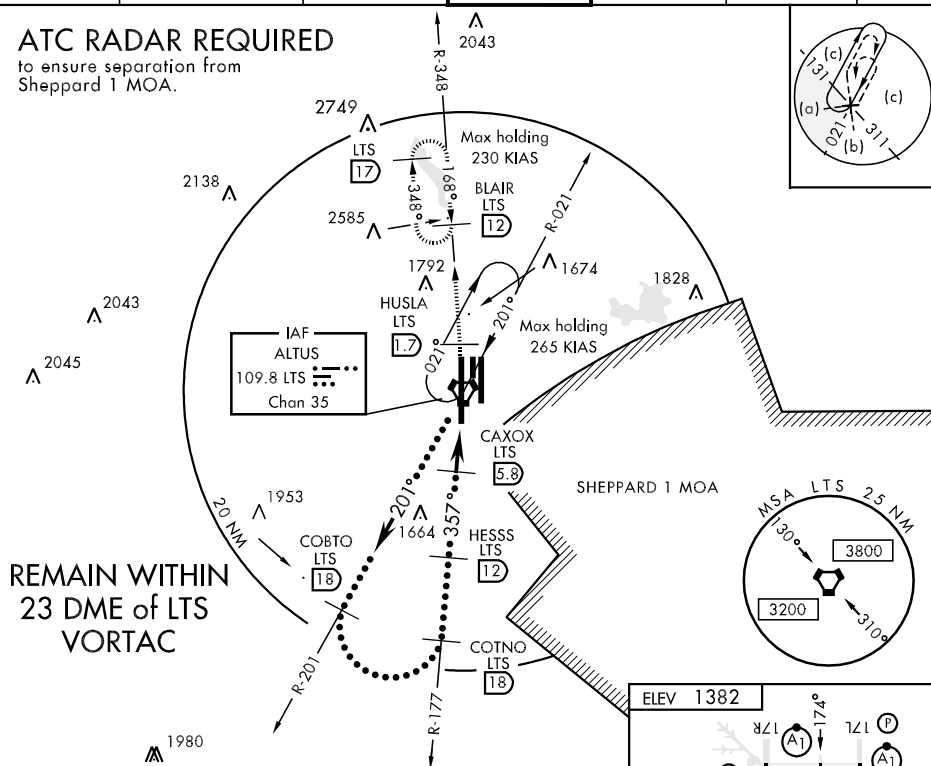
ALTUS AFB (KLTS)

<p>▽ * When ALS inop, increase CAT CDE RVR to 60 and vis to 1½ miles.</p> <p>** Circling not authorized W of Rwy 17R-35L.</p>	<p>ALSIF-1</p>	<p>MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA. Then via LTS VORTAC R-348 to BLAIR and hold.</p>
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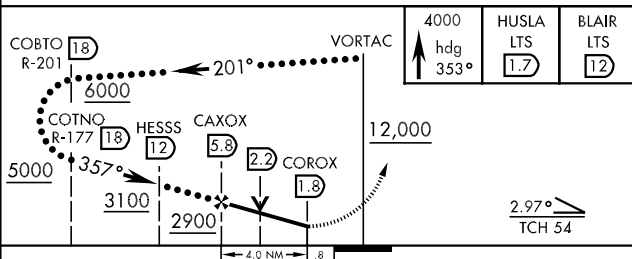
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR
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ATC RADAR REQUIRED

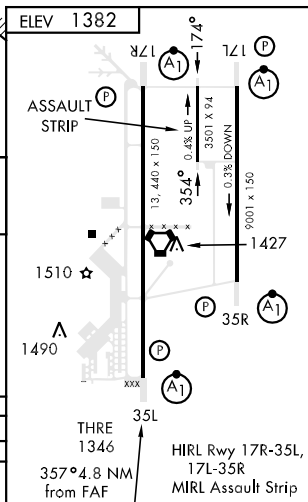
to ensure separation from Sheppard 1 MOA.

REMAIN WITHIN
23 DME of LTS
VORTAC

EMERG SAFE ALT 100 NM 4900



CATEGORY	C	D	E
S-35L *	1760 40	414 (400-34)	
CIRCLING **	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



HOBART THREE DEPARTURE (HBR3•HBR) SHL-482 [USAF]

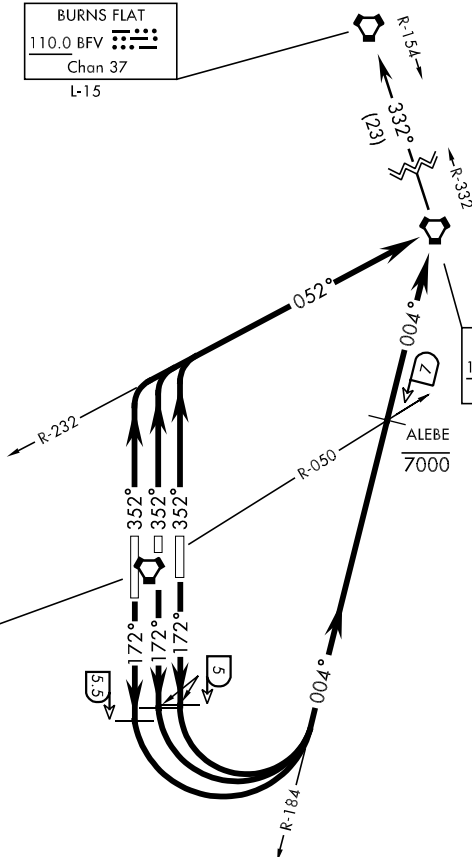
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
 CLNC DEL
 120.65 284.7
 GND CON
 121.85 275.8
 ALTUS TOWER
 119.65 255.6
 ALTUS DEP CON
 125.1 290.9
 FORT WORTH CENTER
 133.5 350.35
 ALTUS APP CON
 125.1 257.725

BURNS FLAT
 110.0 BFV
 Chan 37
 L-15

HOBART
 111.8 HBR
 Chan 55
 L-17

ALTUS
 109.8 LTS
 Chan 35



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/174° Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/354° Assault Strip: Climb on a track of 352° to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR3•BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.

HOBART THREE DEPARTURE (HBR3•HBR)


ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

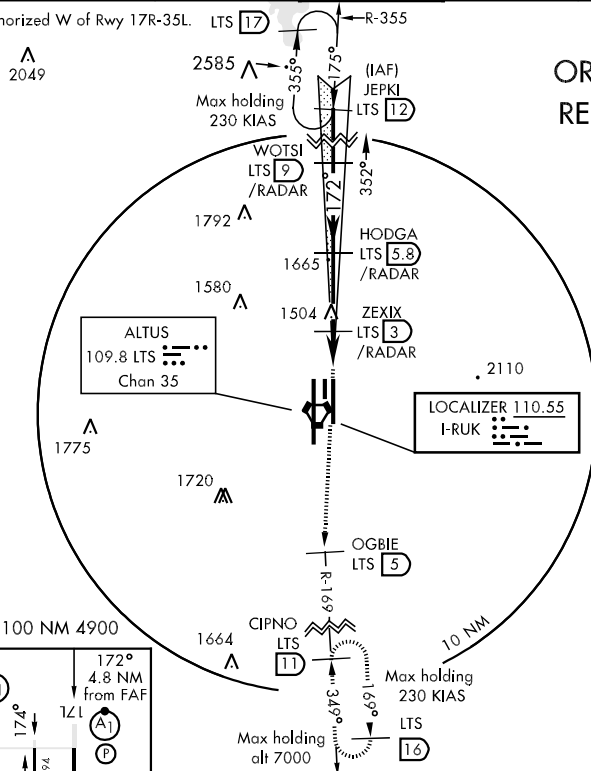
LOC I-RUK <u>110.55</u>	APCH CRS 172°	Rwy Idg 9001 THRE 1382 Arpt Elev 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)

▼	* When ALS inop, increase RVR to 40 and vis to ¾ mile.			ALSF-1 	MISSED APPROACH: Climb to 4000 via heading 176° to OGBIE. Then via LTS VORTAC R-169 to CIPNO and hold.		
	** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.						
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR	

*** Circling not authorized W of Rwy 17R-35L.



DME
OR RADAR
REQUIRED

EMERG SAFE ALT 100 NM 4900

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

4000 ↑ hdg 176°	OGBIE LTS R-169 [5]	CIPNO LTS [11]			
↑ LOC only			HODGA [5.8] /RADAR	WOTSI [9] /RADAR	JEPKI R-355 [12]
VORTAC	↑ ZEXIX [3] /RADAR	2900	172°	3500	4100
	1980	2900	GS 3.00° TCH 47		
0.5	1.3 NM	2.8 NM			
CATEGORY	A	B	C	D	E
S-ILS 17L *	1582/24		200	(200-½)	
S-LOC 17L **	1740/24	358 (400-½)	1740/30	358	(400-¾)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

ALTUS, OKLAHOMA
Amdt 3 10182

34° 40' N-99° 16' W

ALTUS AFB	(KLTS)
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ILS or LOC/DME RWY 17L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

LOC I-ALT 111.3	APCH CRS 172°	Rwy Idg 13,440 THRE 1379 Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTST)
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T * When ALS inop, increase RVR to 40 and vis to ¾ mile.

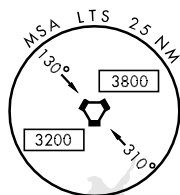
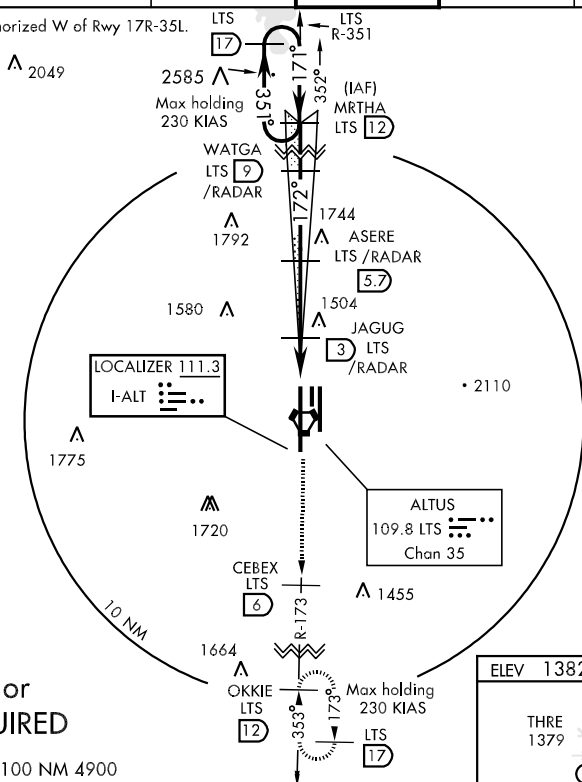
**** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.**



MISSED APPROACH: Climb to 4000 on heading 172° to CEBEX. Then via LTS VORTAC R-173 to OKKIE and hold.

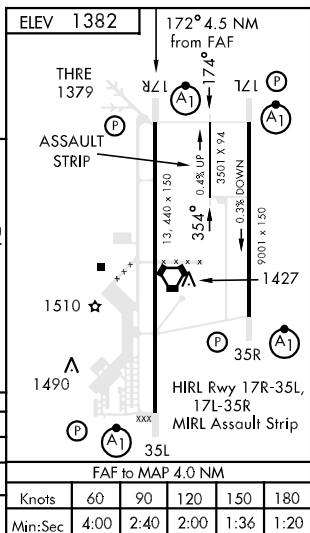
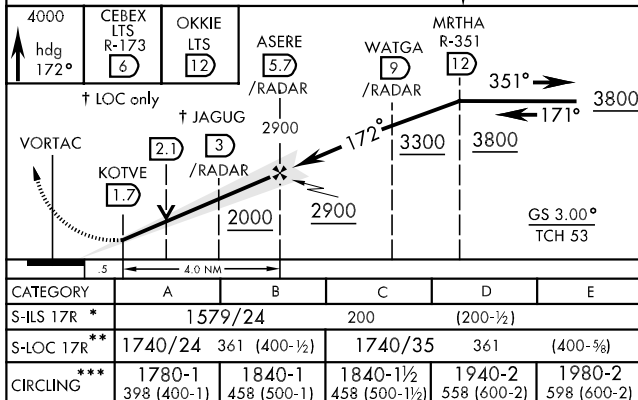
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

*** Circling not authorized W of Rwy 17R-35L.



RADAR or
DME REQUIRED

EMERG SAFE ALT 100 NM 4900



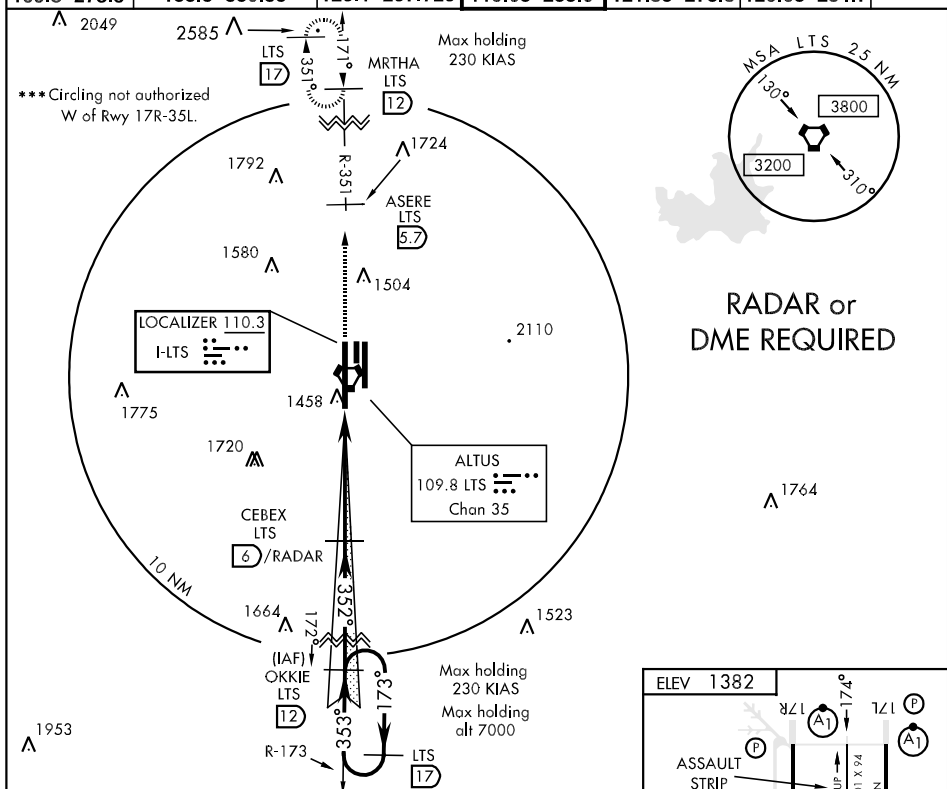
LOC I-LTS 110.3	APCH CRS 352°	Rwy Idg 13,440 THRE 1346 Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTS)
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T * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT ABCDE RVR to 55
and vis to 1 mile.

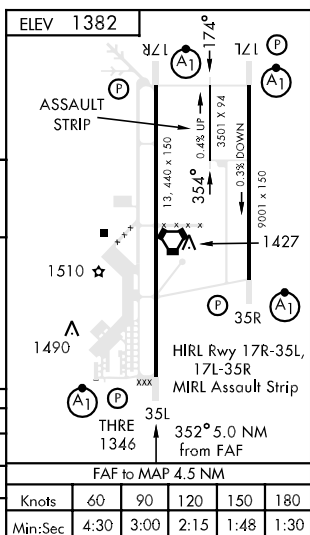
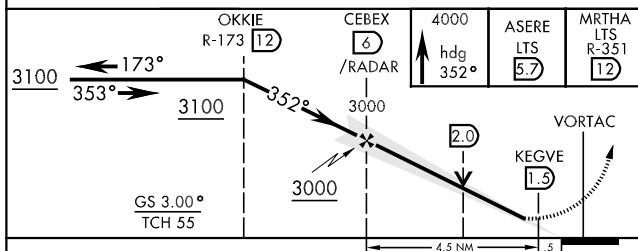
ALSF-1

MISSED APPROACH: Climb to 4000 on heading 352° to ASERE. Then via LTS VORTAC R-351 to MRTHA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



EMERG SAFE ALT 100 NM 4900



CATEGORY	A	B	C	D	E
S-ILS 35L *	1546/24		200	(200-½)	
S-LOC 35L**	1700/24	354 (400-½)	1700/30	354	(400-%)
CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

ALTUS, OKLAHOMA

34° 40' N-99° 16' W

ALTUS AFB (KLTS)

Amdt 3 10182

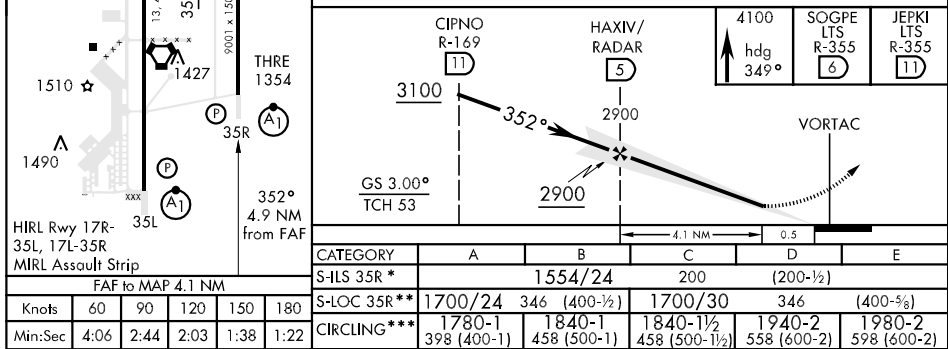
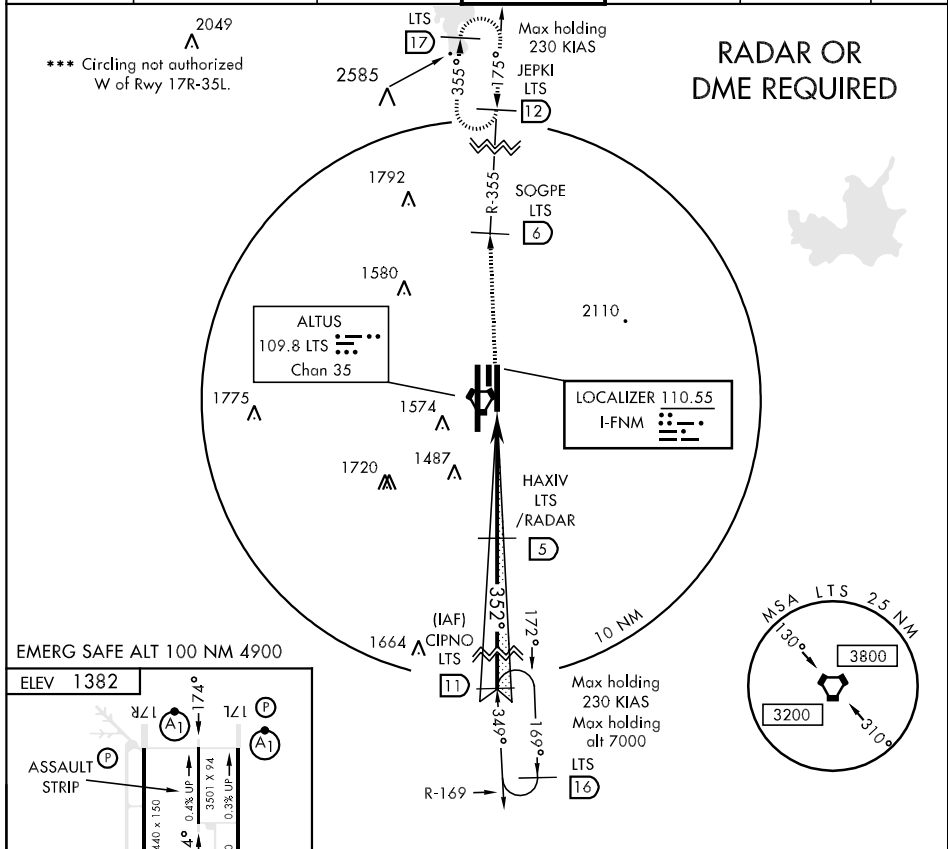
ILS or LOC/DME RWY 35L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

LOC I-FNM <u>110.55</u>	APCH CRS 352°	Rwy Idg 9001 THRE 1354 Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTS)
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<div>▼</div>	* When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.			ALSF-1 <div><div>A1</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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ODILL-SIX DEPARTURE (ODILL6 • ODILL)

SHL-482 [USAF]

ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
 CLNC DEL
 120.65 284.7
 GND CON
 121.85 275.8
 ALTUS TOWER
 119.65 255.6
 ALTUS DEP CON
 125.1 290.9
 FORT WORTH CENTER
 133.5 350.35
 ALTUS APP CON
 125.1 257.725

CHART NOT TO SCALE

ALTUS
 109.8 LTS
 Chan 35

Distance DER to SONSE
 Rwy 35L: 23.7 NM
 Rwy 354° Assault Strip: 24.3 NM
 Rwy 35R: 24.7 NM

HOBART
 111.8 HBR
 Chan 55

CHILDRESS
 117.6 CDS
 Chan 123
 L-17, H-6

WICHITA FALLS
 112.7 SPS
 Chan 74
 L-17, H-6

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb on a track of 172°. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 174° Assault Strip: Climb on a track of 175° to intercept LTS VORTAC R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 35L: Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 354° Assault Strip: Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 35R: Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

CHILDRESS TRANSITION (ODILL6 • CDS): CDS VORTAC R-080 to CDS.

WICHITA FALLS TRANSITION (ODILL6 • SPS): LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

ODILL-SIX DEPARTURE (ODILL6 • ODILL)

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

APCH CRS 212°	Rwy Idg TDZE Arpt Elev	N/A N/A 1382
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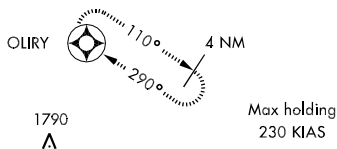
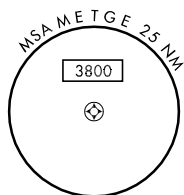
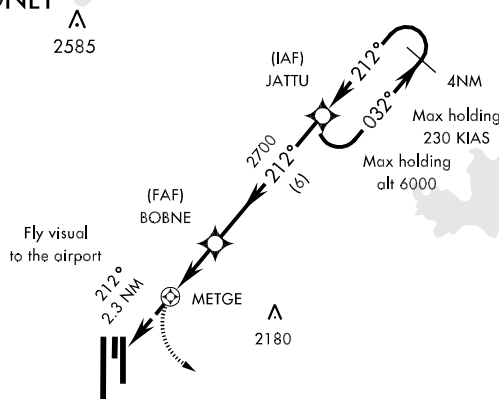
AL-482 [USAF]

ALTUS AFB (KLTS)

▼ Circling NA W of Rwy 17R-35L. Circling procedure when RW35R/354°/35L in use. DME/DME RNP 0.3 NA.				MISSED APPROACH: Climbing left turn to 4000 direct OLIRY and hold.		
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR

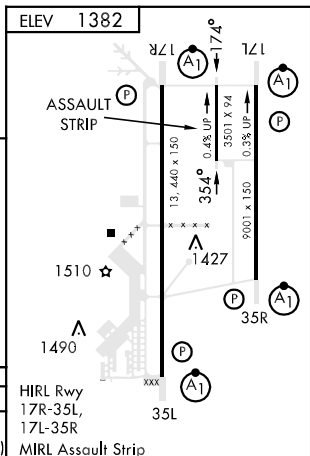
**FOR USE BY
97 AMW ACFT ONLY**

**ATC RADAR
REQUIRED**



EMERG SAFE ALT 100 NM METGE 4800

4000 OLIRY		Fly visual to the airport 212° hdg 2.3 NM				
METGE 2.3 NM		BOBNE 2.5 NM		JATTU 4000		
CATEGORY	A	B	C	D	E	
CIRCLING	NA			1940-234 558 (600-234)	1980-234 598 (600-234)	



APCH CRS 290°	Rwy Idg TDZE Arpt Elev	N/A N/A 1382
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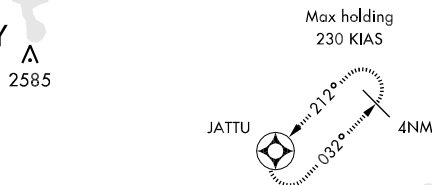
AL-482 [USAF]

ALTUS AFB (KLTS)

▼ Circling NA W of Rwy 17R-35L. Circling procedure when RW17R/174°/17L in use. DME/DME RNP 0.3 NA.			MISSED APPROACH: Climbing right turn to 4000 direct JATTU and hold.			
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR

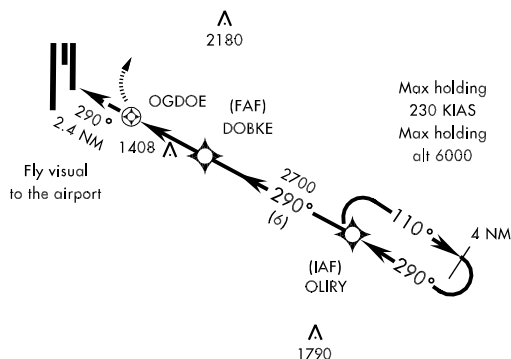
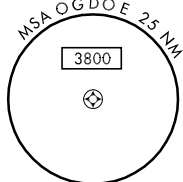
FOR USE BY
97 AMW ACFT ONLY

ATC RADAR
REQUIRED



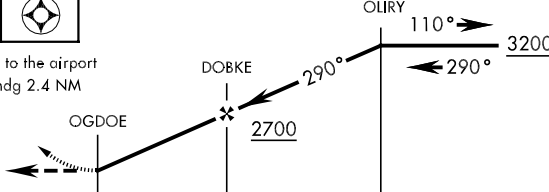


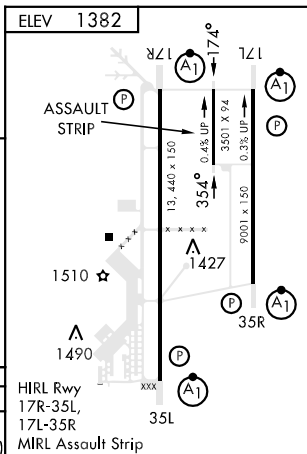
CAUTION:

Missed approach point lies .1 NM
outside CAT D circling area.



EMERG SAFE ALT 100 NM OGD OE 4800

<div>4000</div> <div></div>		<div>JATTU</div> <div></div>					
Fly visual to the airport 290° hdg 2.4 NM							
<div></div>							
CATEGORY	A	B	C	D	E		
CIRCLING	NA			1940-234 558 (600-234)	1980-234 598 (600-234)		



APCH CRS 172°	Rwy Idg THRE Arpt Elev	9001 1382 1382
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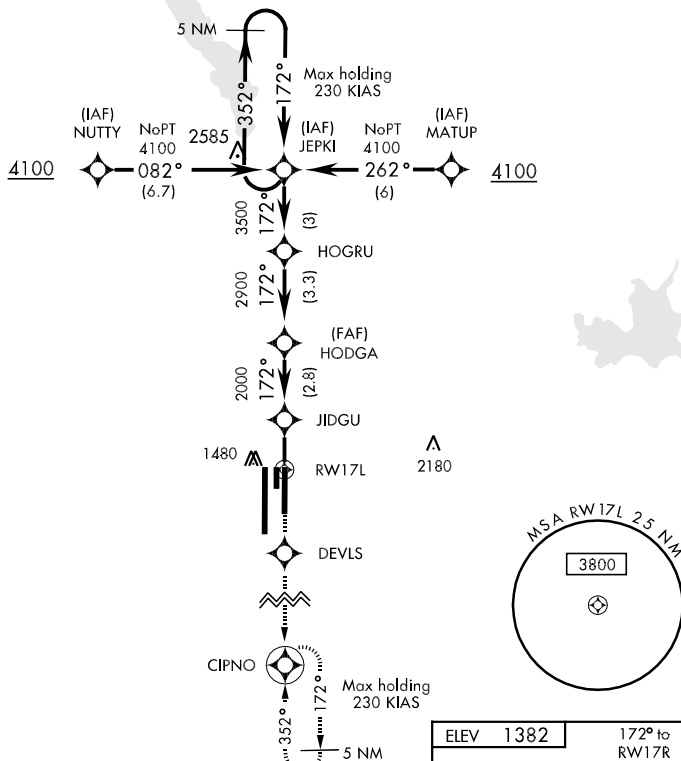
AL-482 [USAF]

ALTUS AFB (KLTS)

▽ * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile. ** Circling not authorized W of Rwy 17R-35L.	ALSF-1 	MISSED APPROACH: Climb to 4000 direct DEVL5 then via 172° track to CIPNO and hold.
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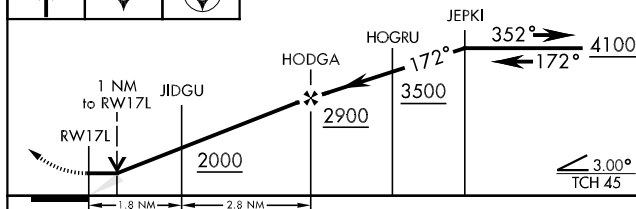
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME/DME RNP 0.3 NA.

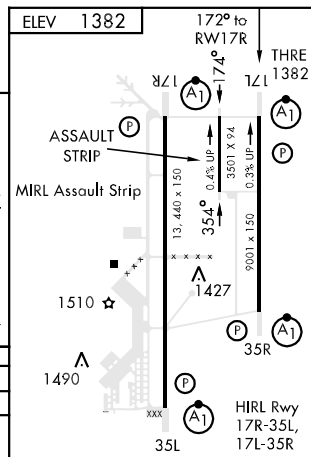


EMERG SAFE ALT FROM RW17L 100 NM 4900

4000	DEVLS	CIPNO
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CATEGORY	A	B	C	D	E
LNAV MDA ★	1740/24 358 (400-½)		1740/30 358 (400-¾)		
CIRCLING ★★	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)



APCH CRS
172°

Rwy Idg **13,440**
THRE **1379**
Arpt Elev **1382**

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

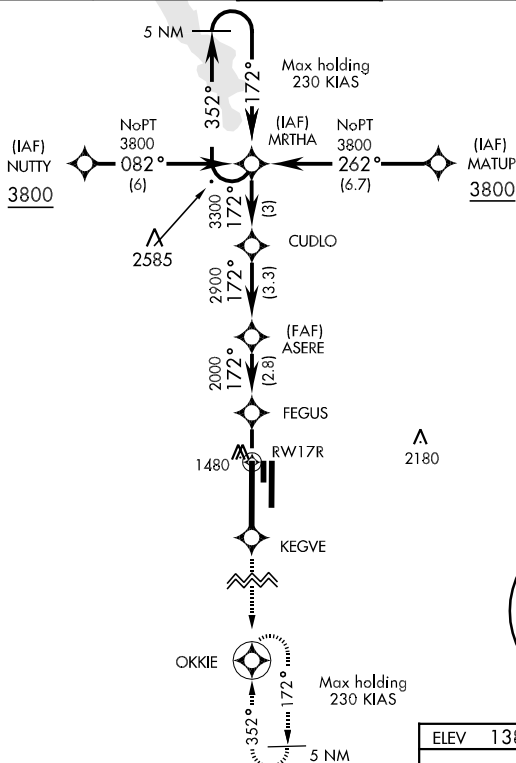
** Circling not authorized W of Rwy 17R-35L.



MISSED APPROACH: Climb to 4000 direct KEGVE then via 172° track to OKKIE and hold.

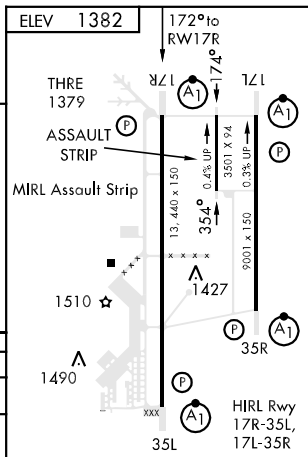
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	ASR

DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW17R 100 NM 4900

4000 ↑	KEGVE ✦	OKKIE ⊗					
CATEGORY	A		B	C	D	E	
LNAV MDA *	1740/24 361 (400-½)		1740/35 361 (400-¾)				
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)		



APCH CRS
352°

Rwy Idg **13,440**
THRE **1346**
Arpt Elev **1382**

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE vis to 1 1/4 miles.

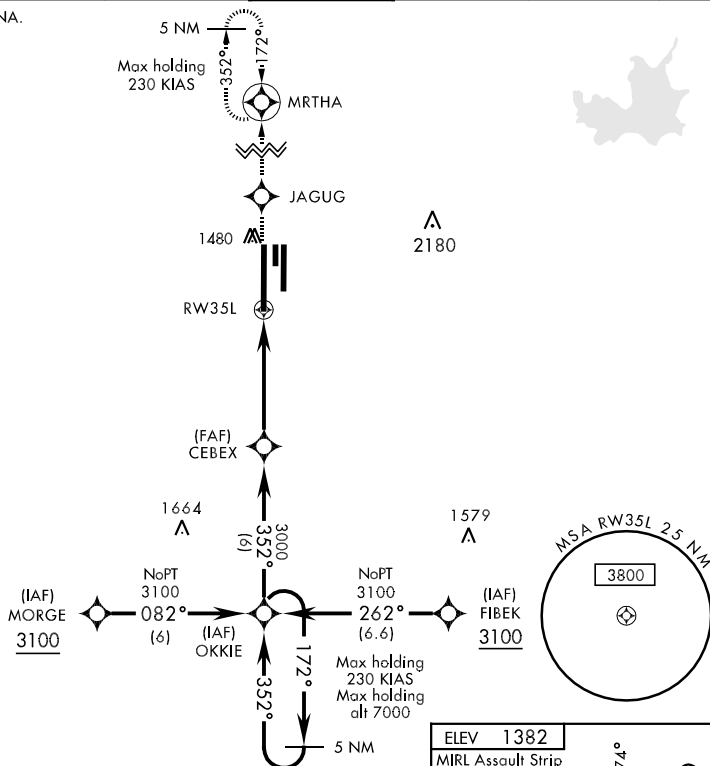


MISSED APPROACH: Climb to 4000
direct JAGUG then via 352° track to
MRTHA and hold.

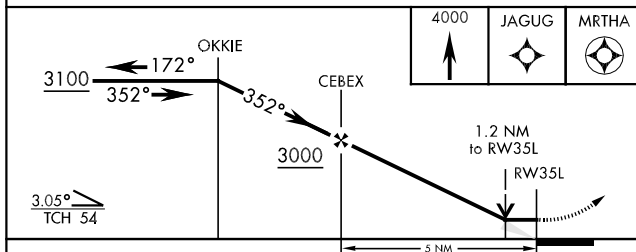
** Circling not authorized W of Rwy 17R-35L.

ATIS *	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

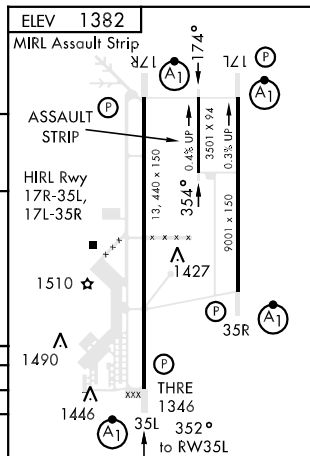
DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW35L 100 NM 4900



CATEGORY	A	B	C	D	E
RNAV MDA *	1780/24 434 (400-1/2)	1780/40 434 (400-3/4)			
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1 1/2 458(500-1 1/2)	1940-2 558(600-2)	1980-2 598 (600-2)



APCH CRS 352°	Rwy Idg THRE Arpt Elev 1382	9001 1354
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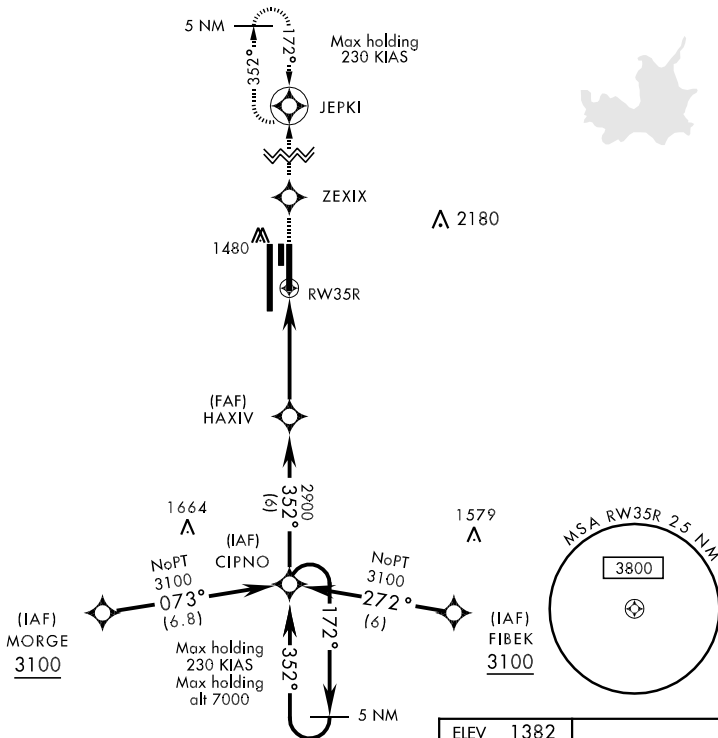
AL-482 [USAF]

ALTUS AFB (KLTS)

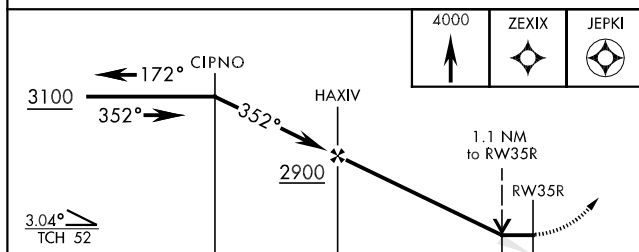
<p>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.</p> <p>** Circling not authorized W of Rwy 17R-35L.</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 4000 direct ZEXIX then via 352° track to JEPKI and hold.</p>
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ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

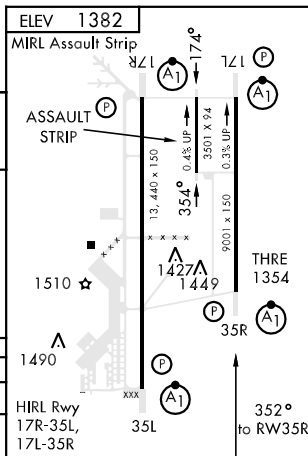
DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW35R 100 NM 4900



CATEGORY	A	B	C	D	E
LNAV MDA *	1760/24	406 (400-½)	1760/40	406 (400-¾)	
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)



VORTAC LTS 109.8 Chan 35	APCH CRS 212°	Rwy Idg N/A TDZE N/A Arpt Elev 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)



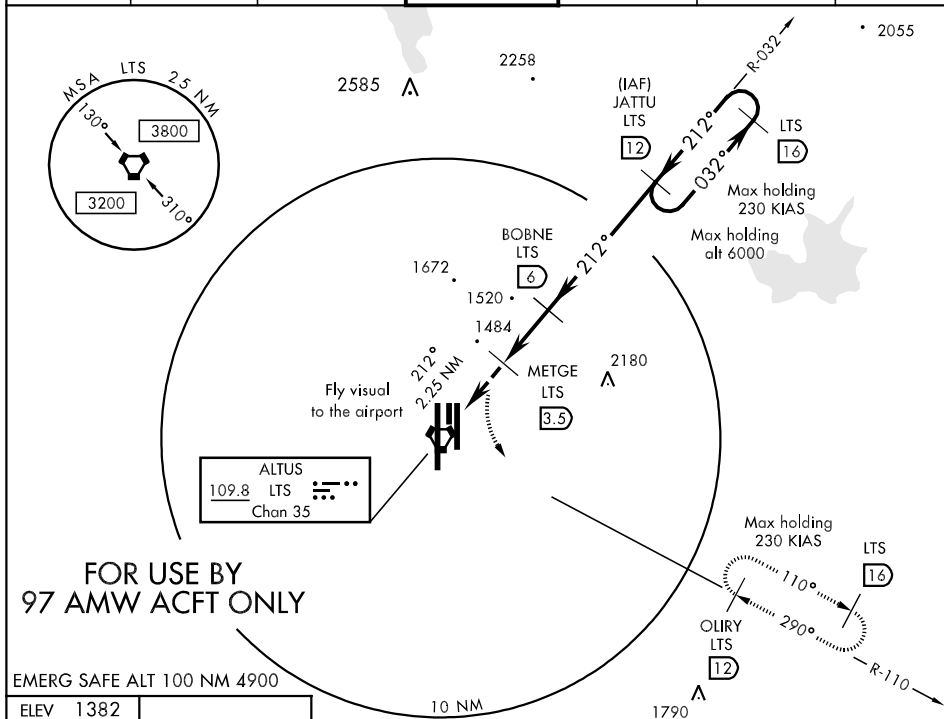
Circling not authorized W of Rwy 17R-35L.

Circling procedure when Rwy 35R/354°/35L in use.

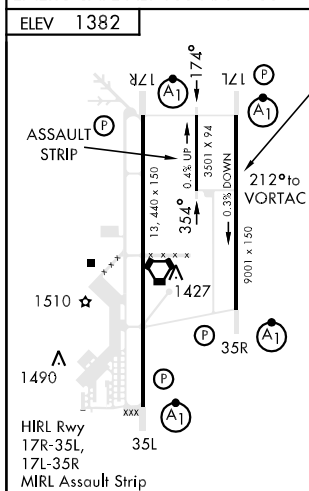
MISSED APPROACH: Climb to 2200 then climbing

left turn to 4000 direct OLIRY and hold.

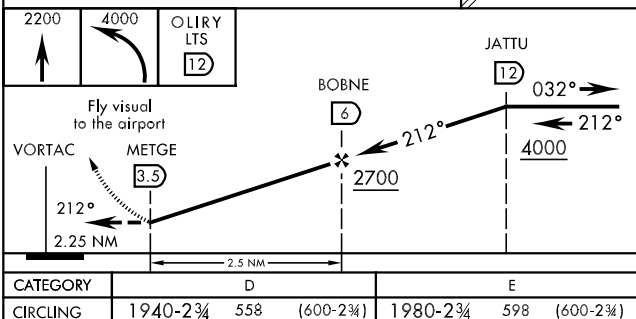
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



EMERG SAFE ALT 100 NM 4900



ATC RADAR REQUIRED



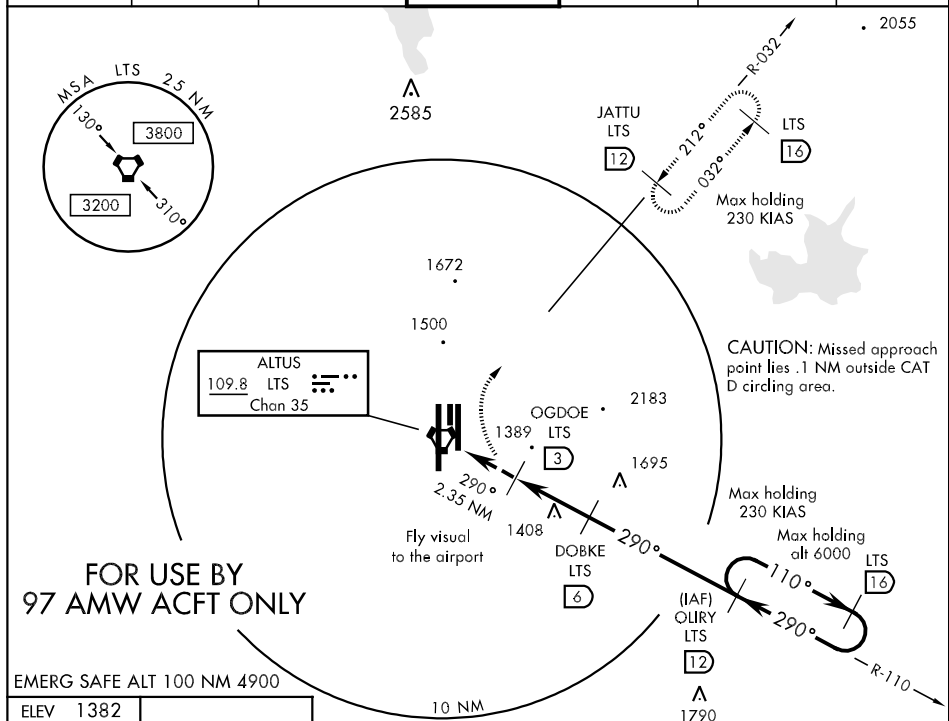
VORTAC LTS 109.8 Chan 35	APCH CRS 290°	Rwy Idg N/A TDZE N/A Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTS)
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Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 17R/174°/17L in use.

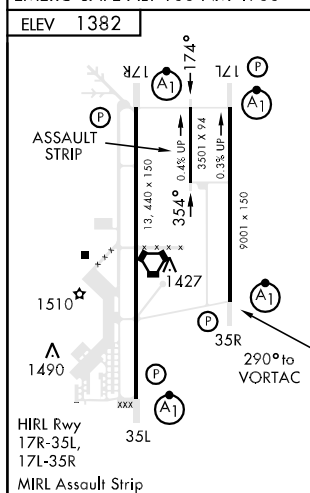
MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct JATTU and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



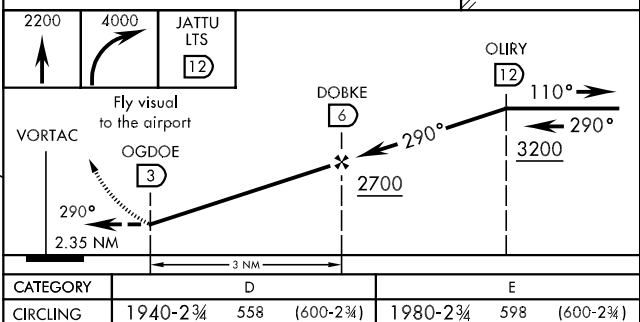
EMERG SAFE ALT 100 NM 4900

ELEV	1382
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ATC RADAR REQUIRED

A561



VORTAC LTS
109.8
Chan **35**

APCH CRS
191°

Rwy Idg **9001**
THRE
Arpt Elev **1382**

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.



MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via LTS VORTAC R-145 to FOLPA and hold.

ATIS ★
109.8 273.5

FORT WORTH CENTER
133.5 350.35

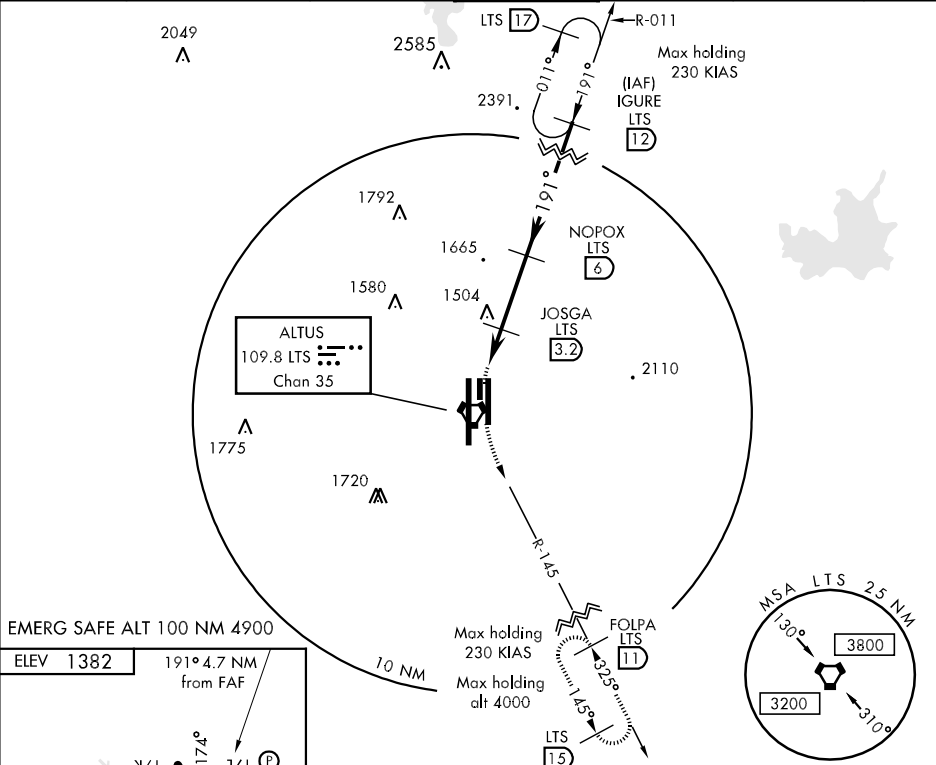
ALTUS APP CON
125.1 257.725

ALTUS TOWER
119.65 255.6

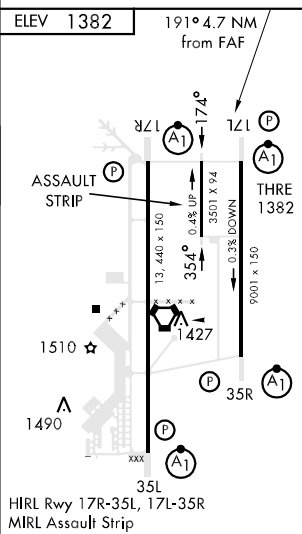
GND CON
121.85 275.8

CLNC DEL
120.65 284.7

ASR



EMERG SAFE ALT 100 NM 4900



HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

2000	4000	FOLPA			
↑	LTS R-145	LTS 11			
VORTAC	SOLKE	JOSGA	NOPOX	IGURE	
	2.0	2.3	6	12	
		3.2			
		2000	2900	3800	
			191°		
			2.83°		
			TCH 45		
0.7	1.2 NM	2.8 NM			
CATEGORY	A	B	C	D	E
S-17L *	1760/24	378 (400-½)	1760/40	378	(400-¾)
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1 ½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

VORTAC LTS
109.8
Chan 35

APCH CRS
168°

Rwy Idg
THRE 1379
Arpt Elev 1382

AL-482 [USAF]

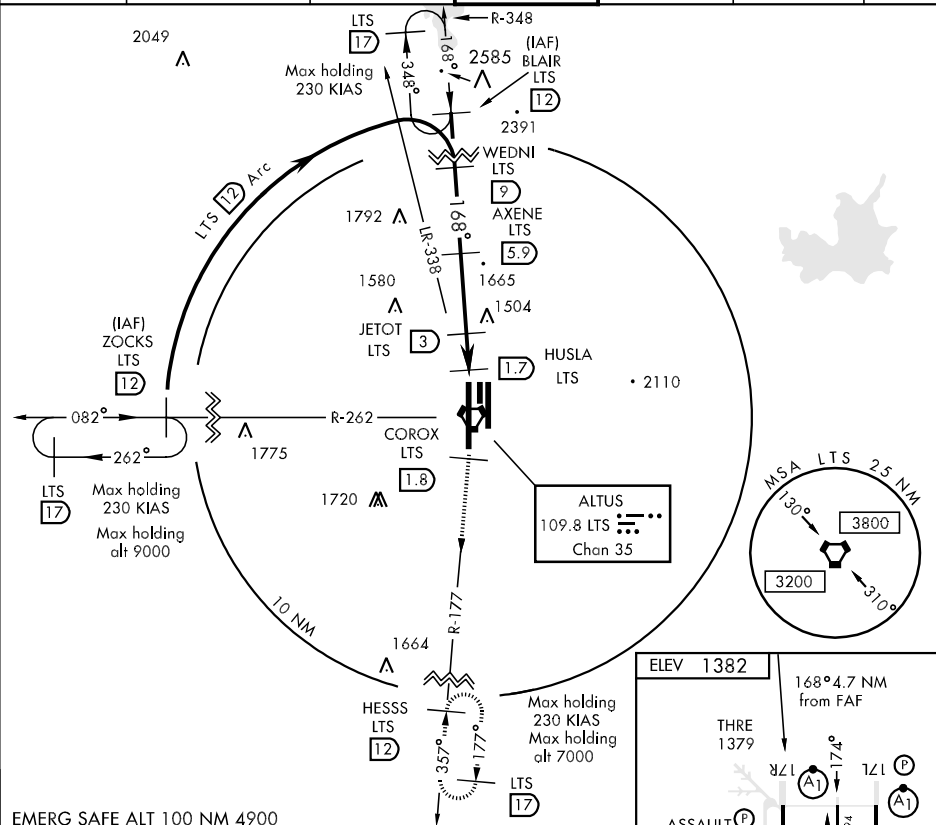
ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

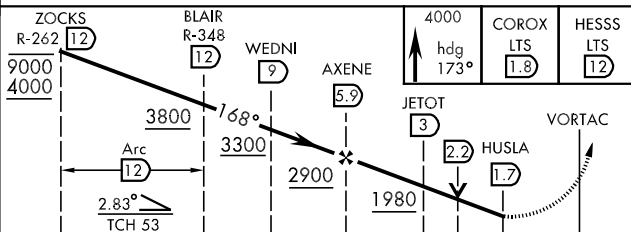
ALSF-1
A1

MISSED APPROACH: Climb to 4000,
fly heading 173° to COROX. Then via
LTS VORTAC R-177 to HESSS and hold.

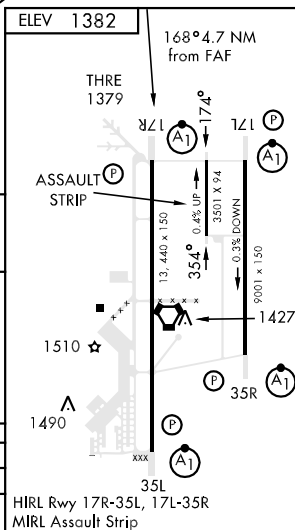
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR
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EMERG SAFE ALT 100 NM 4900



CATEGORY	A	B	C	D	E
S-17R *	1760/24	381 (400-1/2)	1760/35	381 (400-1/2)	
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1 1/2 458 (500-1 1/2)	1940-2 558 (600-2)	1980-2 598 (600-2)



VORTAC LTS 109.8 Chan 35	APCH CRS 357°	Rwy Idg 13,440 THRE 1346 Arpt Elev 1382
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AL-482 [USAF]

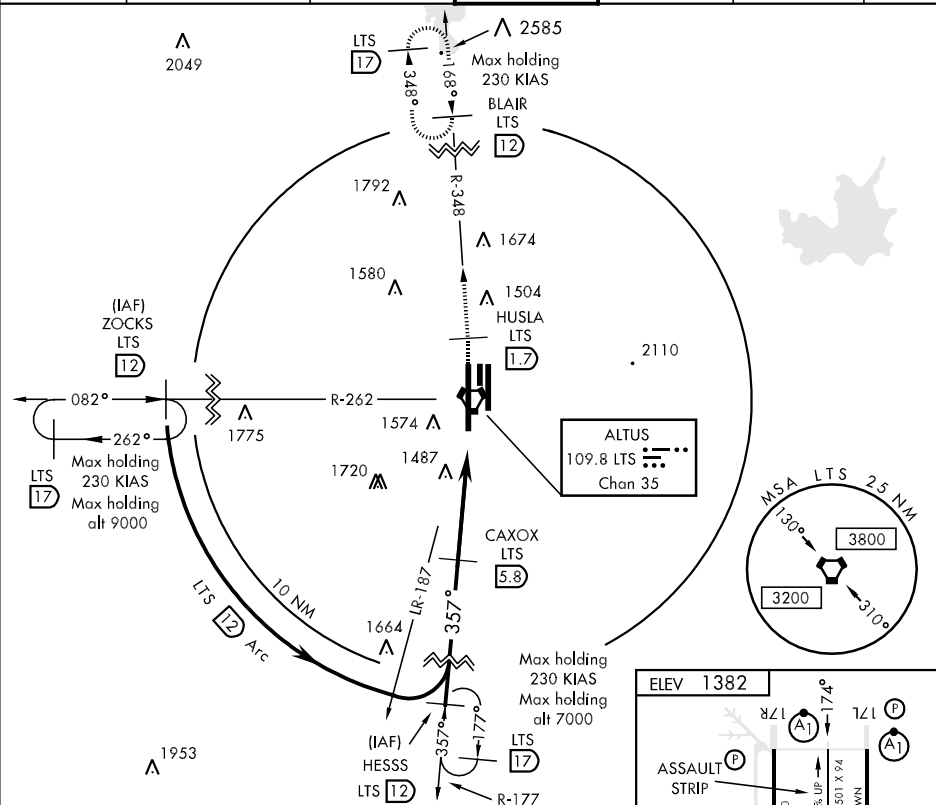
ALTUS AFB (KLTS)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.

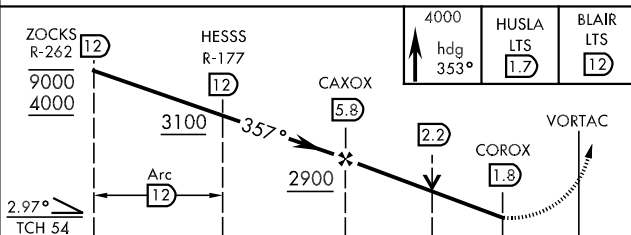


MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA. Then via LTS VORTAC R-348 to BLAIR and hold.

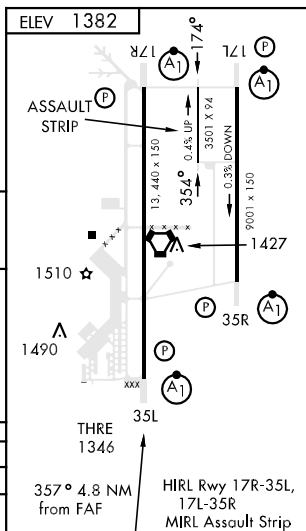
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



EMERG SAFE ALT 100 NM 4900



CATEGORY	A	B	C	D	E
S-35L *	1760/24	414 (400-½)	1760/40 414 (400-¾)		
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Amdt 3 10182

TACAN or VOR/DME RWY 35L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VORTAC LTS 109.8 Chan 35	APCH CRS 325°	Rwy Idg THRE 1354 Arpt Elev 1382
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AL-482 [USAF]

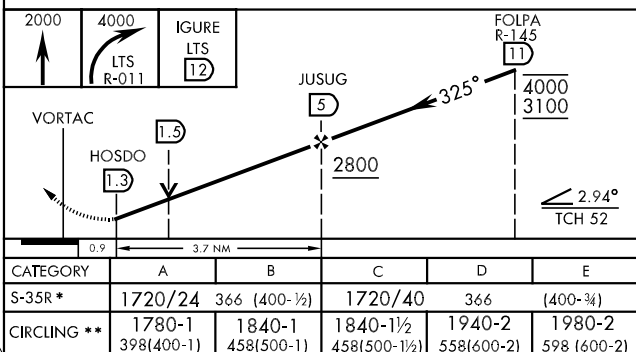
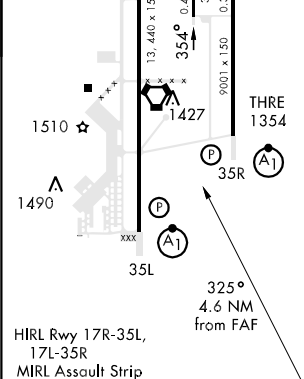
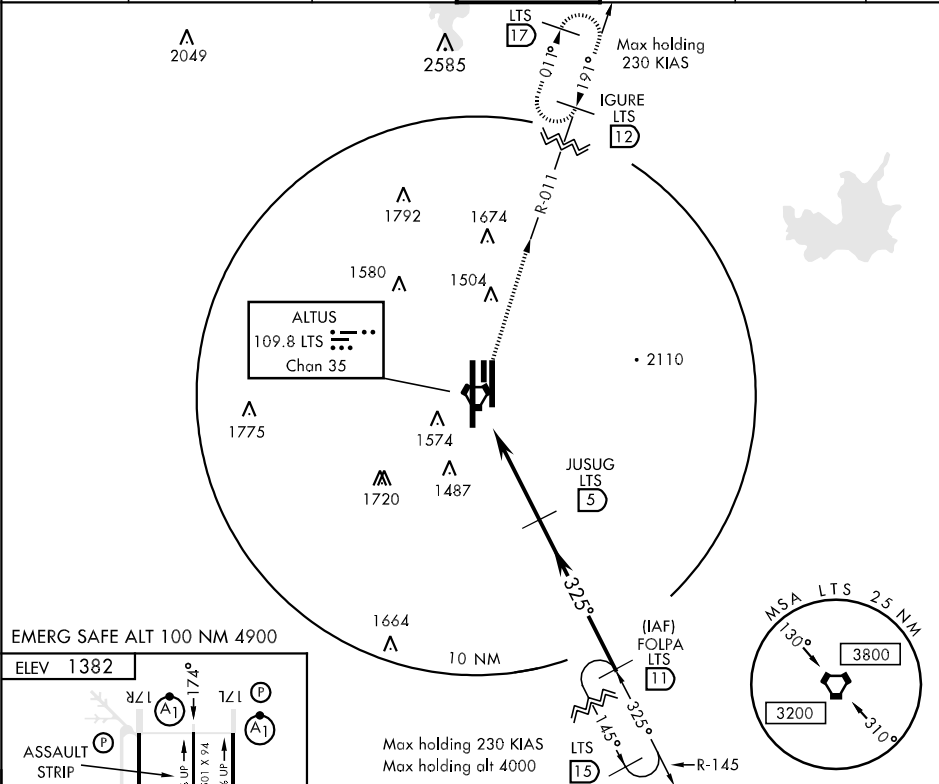
ALTUS AFB (KLTS)

- ▼ * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
 ** Circling not authorized W of Rwy 17R-35L.



MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via LTS VORTAC R-011 to IGURE and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR
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ALTUS/QUARTZ MOUNTAIN RGNL (AXS) 3 N UTC-6(-5DT) N34°41.93' W99°20.31'

DALLAS-FT. WORTH

1433 B S4 FUEL 100LL, JET A TPA-2433(1000) NOTAM FILE AXS

H-6H, L-17B

RWY 17-35: H5501X75 (CONC) S-30, D-48, 2D-90 MIRL 0.3% up N

IAP

RWY 17: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended 1300-0300Z†. For svc after hrs call 580-471-0992. Do not mistake Altus AFB 4 miles southeast of arpt. 320' tower 2.6 miles south of arpt. Numerous agricultural acft ops invof arpt. Numerous heavy military jet acft ops invof arpt. Ultralight activity on and invof arpt. MIRL Rwy 17-35 preset med ints, to incr ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.825 (580) 477-1745.

COMMUNICATIONS: CTAF/UNICOM 122.8

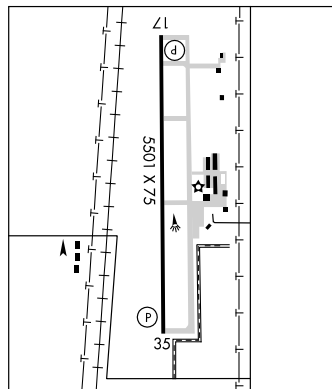
Ⓡ APP/DEP CON 125.1 (Mon-Fri 1430-0830Z† except Federal hols)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

HOBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99' W99°03.80' 224° 16.9 NM to fld. 1472/10E.

(L) VORTAC 109.8 LTS Chan 35 N34°39.77' W99°16.26' 295° 4.0 NM to fld. 1370/8E. NOTAM FILE MLC.



ALVA RGNL (AVK) 2 S UTC-6(-5DT) N36°46.39' W98°40.20'

WICHITA

1474 B S2 FUEL 100LL, JET A NOTAM FILE AVK

L-15D

RWY 17-35: H4386X75 (ASPH) S-15 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 52'. Building.

RWY 35: PAPI(P2L) Thld dsplcd 145'.

RWY 08-26: 1850X170 (TURF)

RWY 26: P-line.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep 1400-0000Z†. Fuel 24 hr automated credit card system. Rwy 08-26 CLOSED indef. PAEW adjacent Rwy 17-35. Rwy 08-26 gopher holes in rwy.

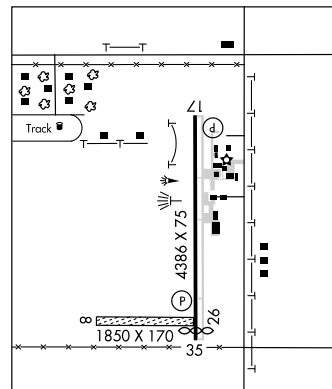
WEATHER DATA SOURCES: AWOS-3 121.125 (580) 327-6778.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ VANCE APP/DEP CON 119.775 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.8. (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.



ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54' W98°10.24' 219° 33.3 NM to fld. 1390/7E.

APP CRS **352°**
 Rwy Idg **4241**
 TDZE **1470**
 Apt Elev **1474**

RNAV (GPS) RWY 35

ALVA RGNL (AVK)

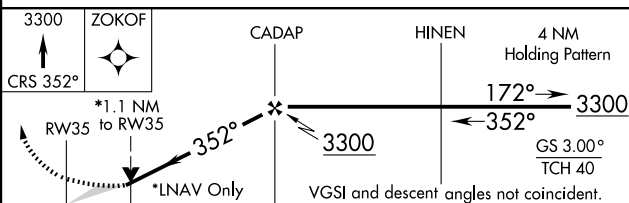
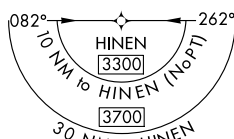
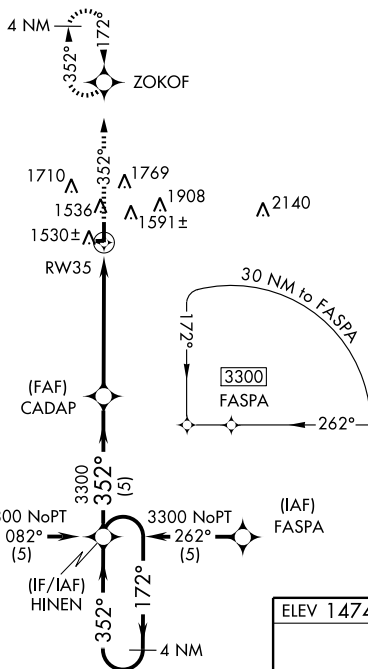
▽ If local altimeter setting not received, use Enid altimeter setting and increase all MDAs 140 feet. When neither received, procedure NA.
△NA GPS or RNP-0.3 required. DME/DME RNP - 0.3 NA.
 BARO-VNAV NA below -17°C (+2°F).
 BARO-VNAV and VDP NA when using Enid altimeter setting.

MISSED APPROACH: Climb to 3300 via 352° course to ZOKOF WP and hold.

AWOS-3
121.125

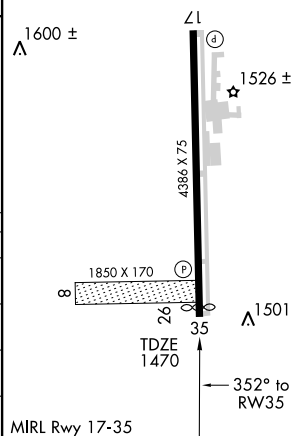
VANCE APP CON★
119.775 346.325

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1840-1¼	370 (400-1¼)		NA
LNAV MDA	1840-1	370 (400-1)		NA
CIRCLING	1960-1¼ 486 (500-1¼)	2120-1¼ 646 (700-1¼)	2120-1¼ 646 (700-1¼)	NA

ELEV 1474



ANADARKO MUNI (F68) 2 SW UTC-6(-5DT) N35°03.13' W98°15.84'

1286 B **FUEL** 100LL NOTAM FILE MLC

RWY 17-35: H3100X50 (ASPH) S-12.5 LIRL

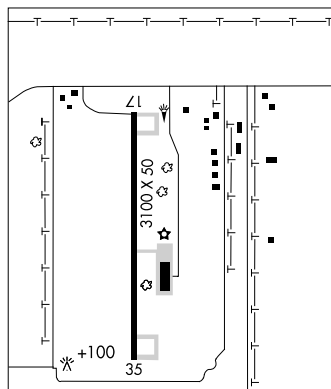
AIRPORT REMARKS: Unattended. Fuel avbl by phone req 405-247-2481 between 1400-2300Z+. After hours call police 405-247-2411.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 234° 37.1 NM to fld. 1237/7E. **HIWAS.**

DALLAS-FT. WORTH
L-17C



ANTLERS MUNI (80F) 1 SW UTC-6(-5DT) N34°11.56' W95°38.99'

575 B **FUEL** 100LL NOTAM FILE MLC

RWY 17-35: H3299X60 (ASPH) S-12 MIRL

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hr with automated credit card system. Rwy has moderate to severe cracking. **ACTIVATE** MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

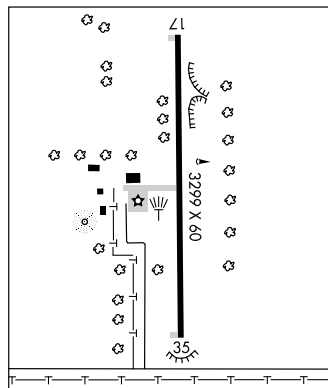
® **FORT WORTH CENTER APP/DEP CON** 124.875

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 162° 39.9 NM to fld. 820/8E. **HIWAS.**

NDB (MHW) 391 AEE N34°11.51' W95°39.12' at fld.

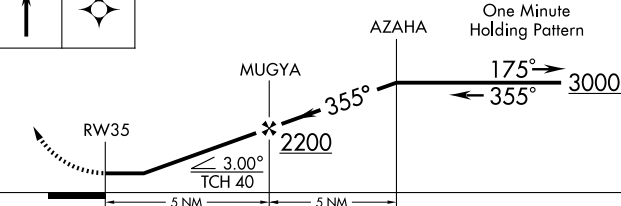
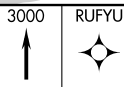
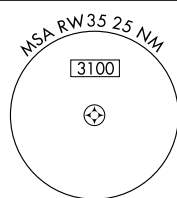
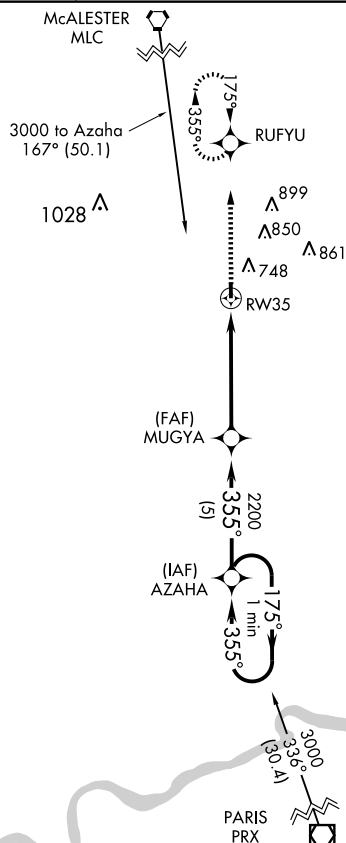
DALLAS-FT. WORTH
L-17D
IAP



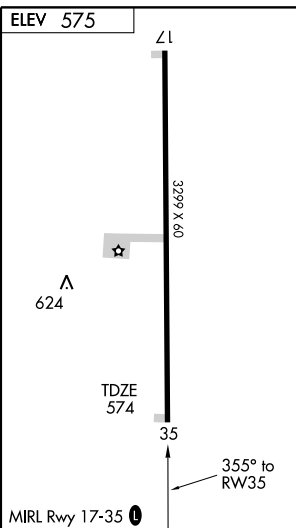
APP CRS
355°Rwy Idg **3299**
TDZE **574**
Apt Elev **575**GPS RWY 35
ANTLERS MUNI (80F)

▲ NA Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUFYU WP and hold.

Paris/Cox Field AWOS-3
119.675FORT WORTH CENTER
124.875 307.2CTAF
122.9 0

CATEGORY	A	B	C	D
S-35	1140-1	566 (600-1)	NA	NA
CIRCLING	1200-1	625 (700-1)	NA	NA



NDB AEE 391	APP CRS 347°	Rwy Idg TDZE Apt Elev	3299 574 575
-----------------------	------------------------	-----------------------------	---

NDB RWY 35

ANTLERS MUNI (80F)

▲ NA Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct AEE NDB and hold.

Paris/Cox Field AWOS-3
119.675

FORT WORTH CENTER
124.875 307.2

CTAF
122.9 0

1028 **▲**

McALESTER
112.0 MLC
Chan 57

▲ 899

850 **▲**

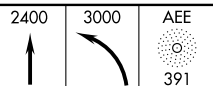
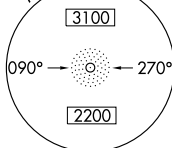
▲ 861

▲ 748

IAF
ANTLERS
391 AEE

PARIS
113.6 PRX
Chan 83

MSA AEE 25 NM



NDB

Remain
within 10 NM

2500

347°

167°

624

347° to
AEE NDB

TDZE
574

35

MIRL Rwy 17-35 **0**

CATEGORY	A	B	C	D
S-35	1320-1 746 (800-1)	1320-1¼ 746 (800-1¼)	NA	
CIRCLING	1320-1 745 (800-1)	1320-1¼ 745 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

ARDMORE

ARDMORE DOWNTOWN EXECUTIVE (1F0) 1 SE UTC-6(-5DT) N34°08.82' W97°07.36'

DALLAS-WORTH

844 B FUEL 100LL, JET A TPA-1800(956) NOTAM FILE 1F0

H-6H, L-17C
IAP

RWY 17-35: H5000X75 (ASPH) S-20 MIRL

RWY 17: REIL. PAPI(P4L)—GA 4.0° TCH 30'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300, Sun 1800-2300Z.

Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt.

Rotating bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.15 (580) 226-1536.

COMMUNICATIONS: CTAF/UNICOM 122.7

® FORT WORTH CENTER APP/DEP CON 128.1

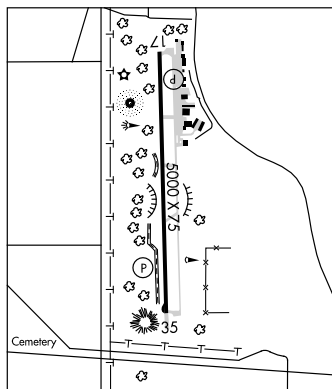
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 144° 4.5 NM to fld. 937/6E. Unusable

316°-326° blo 4,000'.



ARDMORE MUNI (ADM) 10 NE UTC-6(-5DT) N34°18.26' W97°01.24'

DALLAS-FT. WORTH

777 B S2 FUEL 100LL, JET A NOTAM FILE ADM

H-6H, L-17C
IAP, AD

RWY 13-31: H9001X150 (CONC) S-24 HIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 57'. Gnd. 0.5% down SE

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 52'. Trees. 0.6% up NW

RWY 17-35: H5350X100 (ASPH) S-36 MIRL 0.5% up N

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0500Z, Sat-Sun

1300-2300Z. Deer on and invof arpt. Twr 37' AGL 800' east of

Rwy 31. Rwy 13-31 open daylight only. HIRL OTS indef. ACTIVATE

HIRL Rwy 13-31, MIRL Rwy 17-35 and MALSR Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 (580) 389-5078. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 125.6 UNICOM 122.95

RCO 122.55 (MCALISTER RADIO)

FORT WORTH CENTER APP/DEP CON 128.1

TOWER 118.5 (Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z)

GND CON 121.8

AIRSPACE: CLASS D svc Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z
other times CLASS G.

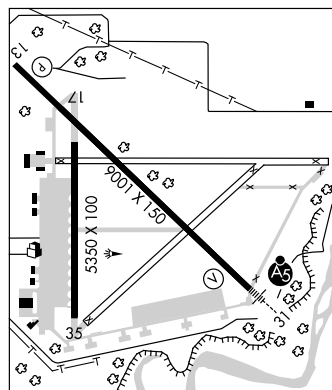
RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 047° 9.2 NM to fld. 937/6E.

ADDMO NDB (LOM) 400 AI N34°13.94' W96°55.99' 309° 6.1 NM to fld. Unmonitored when twr clsd.

ILS 108.9 I-AIW Rwy 31. LOM ADDMO NDB. Unmonitored when twr clsd.



ARROWHEAD (See CANADIAN)

ATOKA MUNI (AQR) 1 NW UTC-6(-5DT) N34°23.90' W96°08.88'

DALLAS-FT. WORTH

590 B FUEL 100LL NOTAM FILE AQR

L-17D

RWY 18-36: H3015X40 (ASPH) S-4 MIRL

RWY 18: Thld dspcd 197'. Trees. RWY 36: Thld dspcd 233'. Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with automated credit card system.

WEATHER DATA SOURCES: AWOS-3 121.125 (580) 889-6924.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 206° 32.5 NM to fld. 820/8E.

HIWAS.

APP CRS 172°	Rwy Idg TDZE Apt Elev	5000 839 844
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GPS RWY 17

ARDMORE DOWNTOWN EXECUTIVE (1F0)



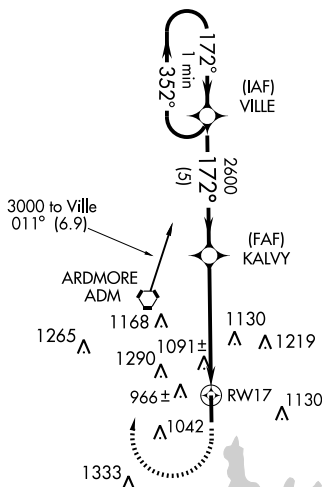
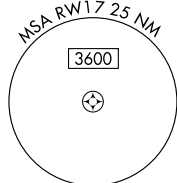
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct VILLE WP and hold.

AWOS-3
118.15

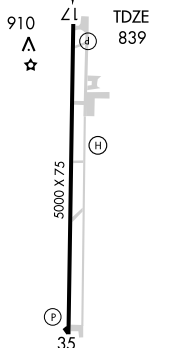
FORT WORTH CENTER
128.1 327.15

GCO
121.725

UNICOM
122.7 (CTAF) **0**

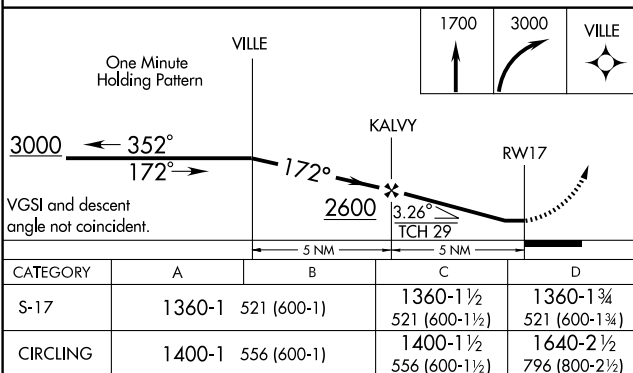


ELEV 844



MIRL Rwy 17-35 **0**
REIL Rwy 17 and 35 **0**

ARDMORE, OKLAHOMA
Orig-A 07186



ARDMORE DOWNTOWN EXECUTIVE (1F0)

GPS RWY 17

34°09'N-97°07'W

APP CRS 352°	Rwy Idg TDZE Apt Elev	5000 842 844
------------------------	-----------------------------	---

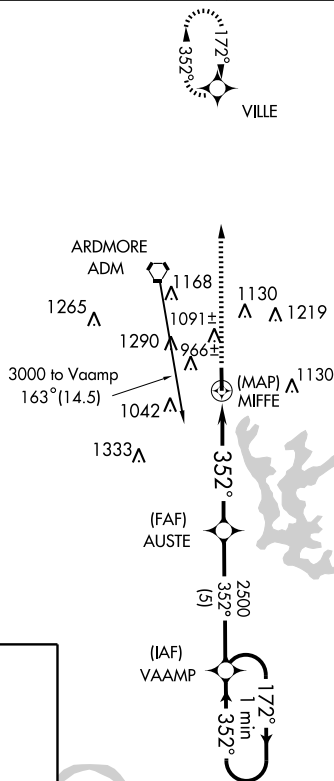
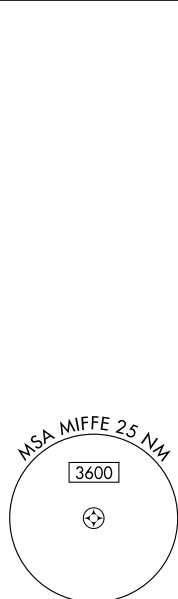
GPS RWY 35

ARDMORE DOWNTOWN EXECUTIVE (1F0)



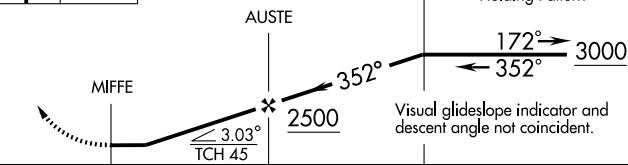
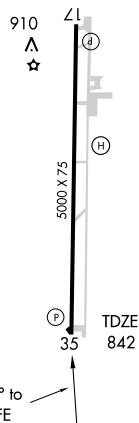
NA

MISSED APPROACH: Climb to 3000 direct VILLE WP and hold.

AWOS-3
118.15FORT WORTH CENTER
128.1 327.15GCO
121.725UNICOM
122.7 (CTAF) **1**

2584

ELEV 844

MIRL Rwy 17-35 **1**
REIL Rwy 17 and 35 **1**

CATEGORY	A	B	C	D
S-35	1260-1	418 (500-1)	1260-1¼	418 (500-1¼)
CIRCLING	1420-1	578 (600-1)	1420-1½ 578 (600-1½)	1600-2½ 758 (800-2½)

VORTAC ADM 116.7 Chan 114	APP CRS 144°	Rwy Idg TDZE Apt Elev	N/A N/A 844
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VOR-A

ARDMORE DOWNTOWN EXECUTIVE (1F0)

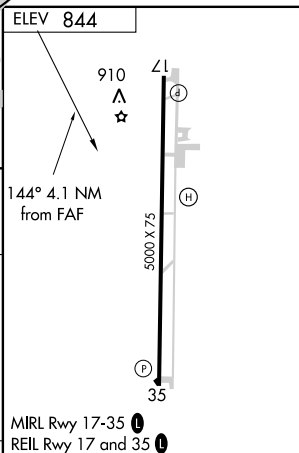
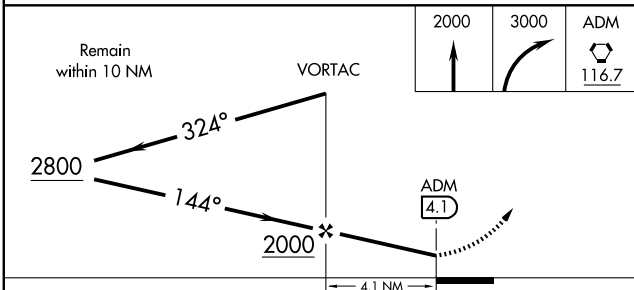
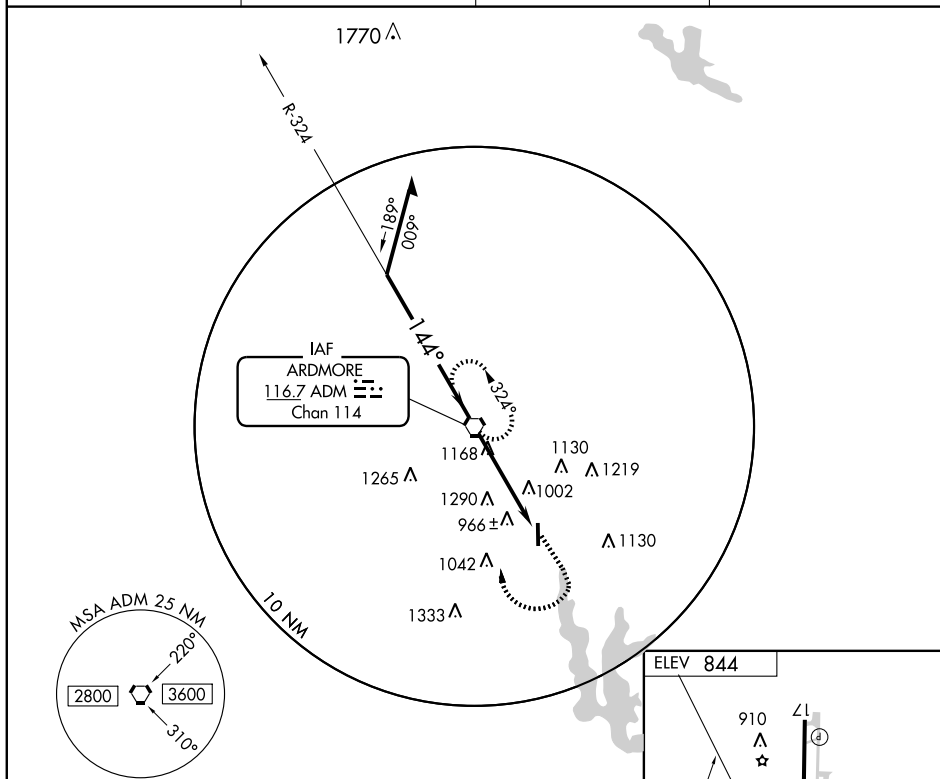

T If local altimeter setting not received, use Henry Post AAF, **A** NA FT. Sill altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

AWOS-3
118.15

FORT WORTH CENTER
128.1 327.15

GCO
121,725

UNICOM
122.7 (CTAF) 

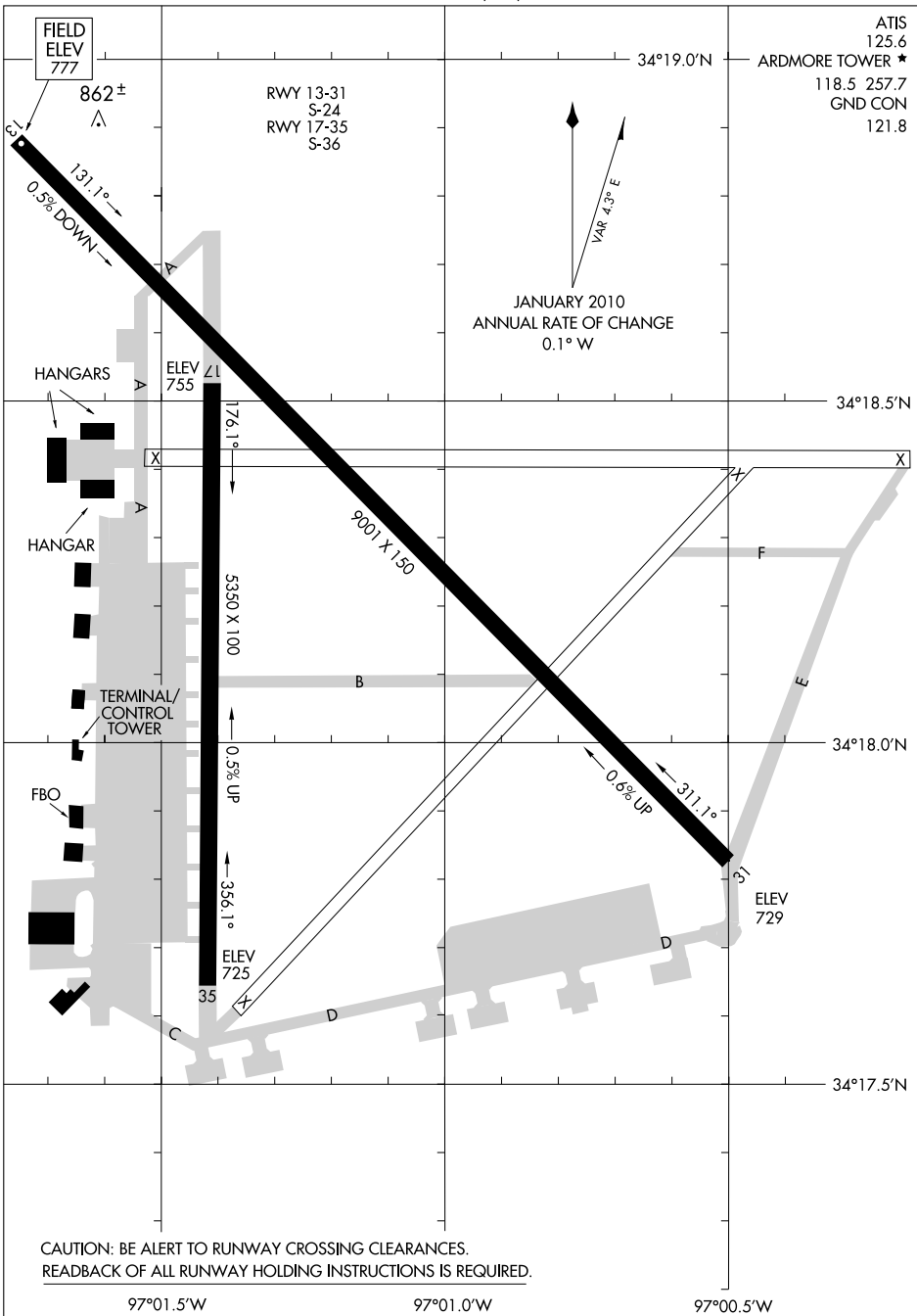
CATEGORY	A	B	C	D
CIRCLING	1540-1	698 (700-1)	1540-2 698 (700-2)	1600-2½ 758 (800-2½)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ARDMORE, OKLAHOMA
ARDMORE MUNI (ADM)

10210

ARDMORE

ARDMORE DOWNTOWN EXECUTIVE (1F0) 1 SE UTC-6(-5DT) N34°08.82' W97°07.36'

DALLAS-WORTH

844 B FUEL 100LL, JET A TPA-1800(956) NOTAM FILE 1F0

H-6H, L-17C
IAP

RWY 17-35: H5000X75 (ASPH) S-20 MIRL

RWY 17: REIL. PAPI(P4L)—GA 4.0° TCH 30'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300, Sun 1800-2300Z.

Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt.

Rotating bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF.

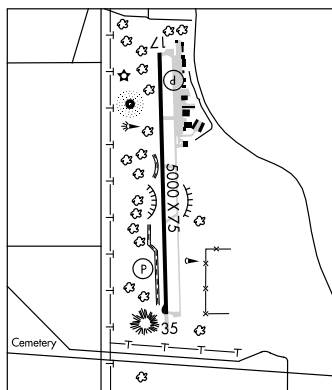
WEATHER DATA SOURCES: AWOS-3 118.15 (580) 226-1536.

COMMUNICATIONS: CTAF/UNICOM 122.7

® FORT WORTH CENTER APP/DEP CON 128.1

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'
W97°10.09' 144° 4.5 NM to fld. 937/6E. Unusable
316°-326° blo 4,000'.

ARDMORE MUNI (ADM) 10 NE UTC-6(-5DT) N34°18.26' W97°01.24'

DALLAS-FT. WORTH

777 B S2 FUEL 100LL, JET A NOTAM FILE ADM

H-6H, L-17C
IAP, AD

RWY 13-31: H9001X150 (CONC) S-24 HIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 57'. Gnd. 0.5% down SE

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 52'. Trees. 0.6% up NW

RWY 17-35: H5350X100 (ASPH) S-36 MIRL 0.5% up N

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0500Z, Sat-Sun

1300-2300Z. Deer on and invof arpt. Twr 37' AGL 800' east of

Rwy 31. Rwy 13-31 open daylight only. HIRL OTS indef. ACTIVATE

HIRL Rwy 13-31, MIRL Rwy 17-35 and MALSR Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 (580) 389-5078. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 125.6 UNICOM 122.95

RCO 122.55 (MCALISTER RADIO)

FORT WORTH CENTER APP/DEP CON 128.1

TOWER 118.5 (Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z)

GND CON 121.8

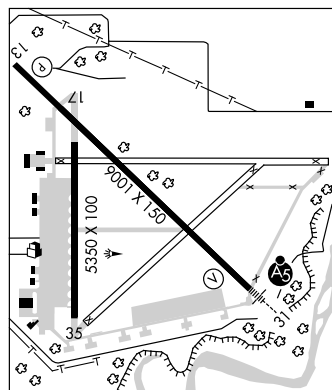
AIRSPACE: CLASS D svc Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z
other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'
W97°10.09' 047° 9.2 NM to fld. 937/6E.

ADDMO NDB (LOM) 400 AI N34°13.94' W96°55.99' 309° 6.1 NM to fld. Unmonitored when twr clsd.

ILS 108.9 I-AIW Rwy 31. LOM ADDMO NDB. Unmonitored when twr clsd.



ARROWHEAD (See CANADIAN)

ATOKA MUNI (AQR) 1 NW UTC-6(-5DT) N34°23.90' W96°08.88'

DALLAS-FT. WORTH

590 B FUEL 100LL NOTAM FILE AQR

L-17D

RWY 18-36: H3015X40 (ASPH) S-4 MIRL

RWY 18: Thld dspcd 197'. Trees. RWY 36: Thld dspcd 233'. Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with automated credit card system.

WEATHER DATA SOURCES: AWOS-3 121.125 (580) 889-6924.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 206° 32.5 NM to fld. 820/8E.
HIWAS.

HOT SPOTS

THERE ARE NO HOT SPOTS
FOR ARKANSAS OR
OKLAHOMA

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

LOC I-AIW 108.9	APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 732 762
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ILS or LOC RWY 31

ARDMORE MUNI (ADM)

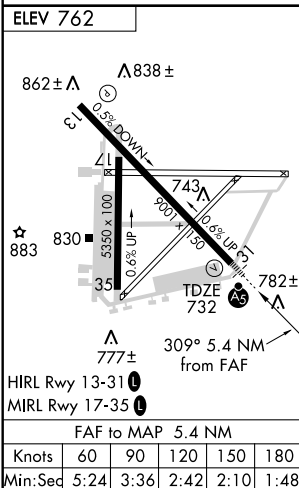
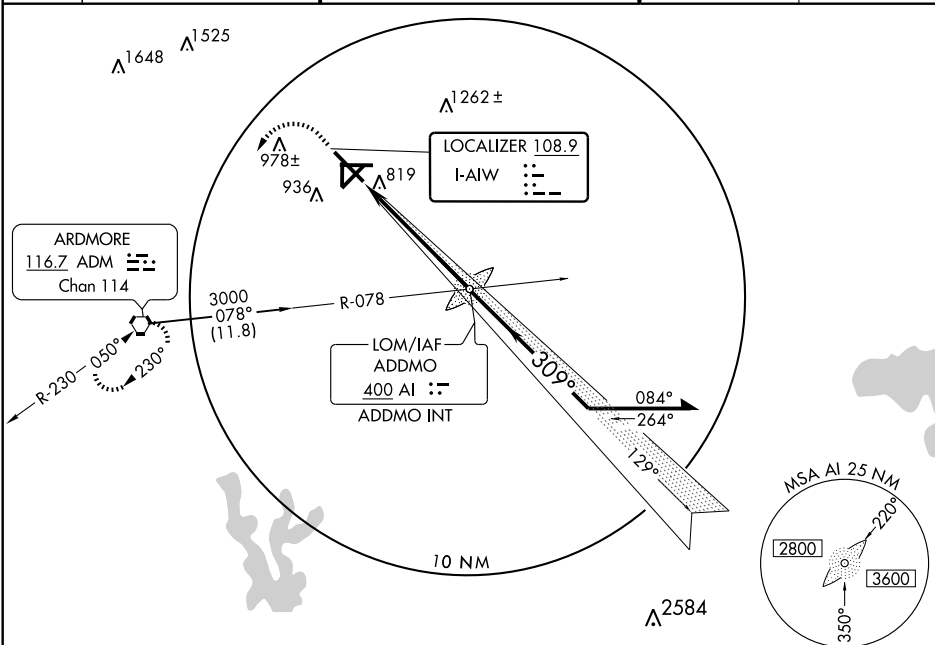
⚠ When control tower closed use Ardmore Downtown Executive altimeter setting.
⚠ For inoperative MALS increase S-LOC 31 visibility to 1 mile Cats A/B/C.
 Inoperative table does not apply to S-ILS.
 Autopilot coupled approach not authorized below 1360'.

MALS



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

ATIS 125.6	FORT WORTH CENTER 128.1 327.15	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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2000

↑

3000

↷

ADM

116.7

LOM/INT

2521

129°

Remain within 10 NM

309°

3000

2600

GS 3.00°

TCH 49°

5.4 NM

CATEGORY	A	B	C	D
S-ILS 31	932-¾ 200 (200-¾)			
S-LOC 31	1080-¾ 348 (400-¾)			
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING MINIMUMS

S-ILS 31	969-¾ 237 (300-¾)			
S-LOC 31	1120-¾ 388 (400-¾)			
CIRCLING	1340-1 578 (600-1)	1420-1 658 (700-1)	1540-2¼ 778 (800-2¼)	1580-2¾ 818 (900-2¾)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR ARKANSAS OR OKLAHOMA

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 732 762
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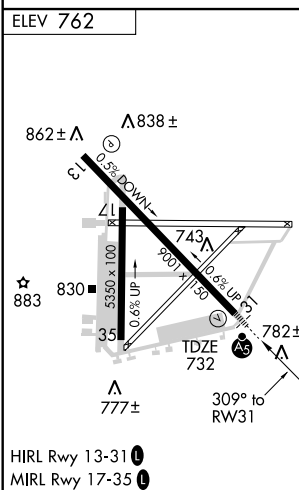
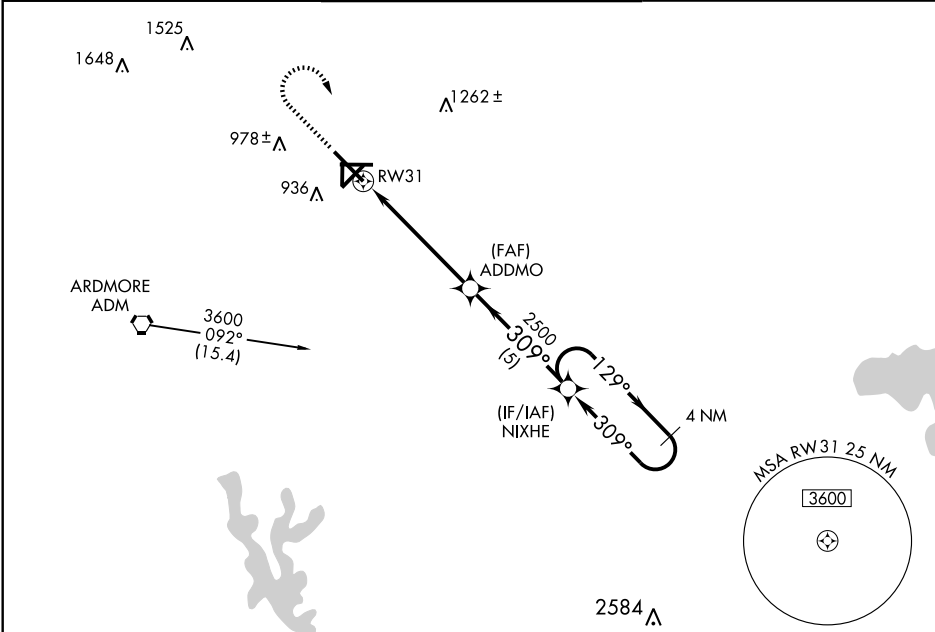
▼ When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet. VDP NA when using Ardmore Downtown Executive altimeter setting. For inoperative MALSR increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 2000 then climbing right turn to 3600 direct NIXHE WP and hold.



ATIS 125.6	FORT WORTH CENTER 128.1 327.15	ARDMORE TOWER ★ 118.5 (CTAF) 257.7	GND CON 121.8	UNICOM 122.95
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	2000	3600	NIXHE	
	↑	↪	✧	4 NM Holding Pattern
			ADDMO	NIXHE
			2500	3600
			1.5 NM to RW31	129°
			3.00° TCH 52	309°
			1.5	3.9 NM
			5 NM	
CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1260- ³ / ₄	528 (500- ³ / ₄)	1260-1 528 (500-1)	1260-1 ¹ / ₄ 528 (500-1 ¹ / ₄)
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2 ¹ / ₂ 778 (800-2 ¹ / ₂)

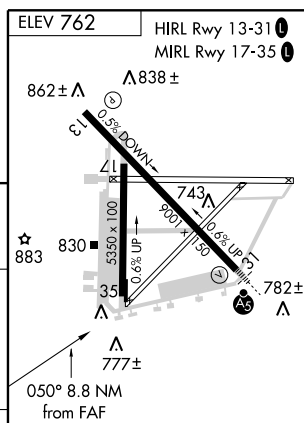
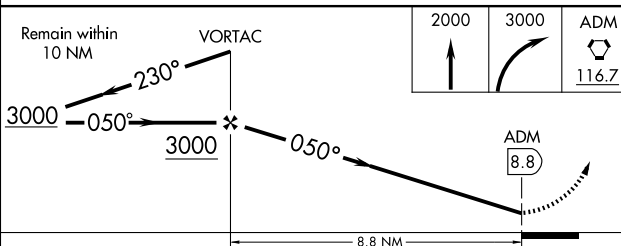
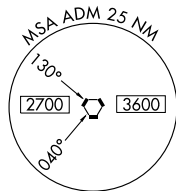
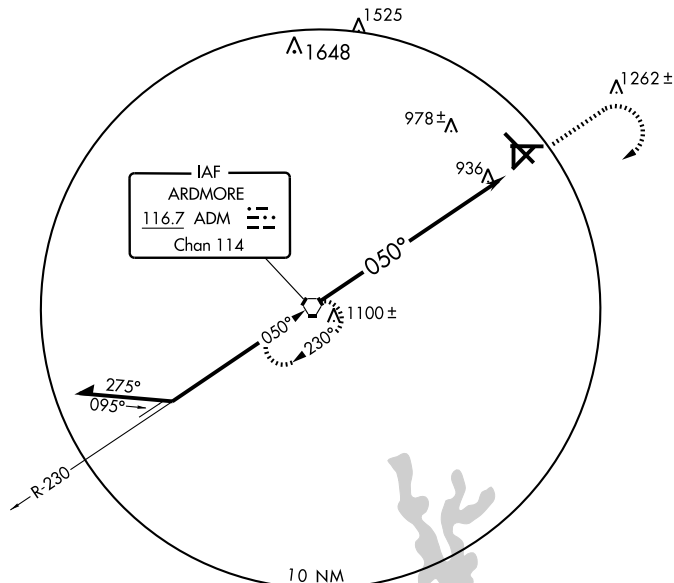
VORTAC ADM 116.7 Chan 114	APP CRS 050°	Rwy Idg N/A TDZE N/A Apt Elev 762
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VOR-B
ARDMORE MUNI (ADM)

 When control tower closed use Ardmore Downtown
 Executive altimeter setting and increase all MDAs 40 feet

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

ATIS 125.6	FORT WORTH CENTER 128.1 327.15	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	1340-1 578 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

ARDMORE, OKLAHOMA
Amdt 1 09351

34°18'N-97°01'W

ARDMORE MUNI(ADM)

VOR-B

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

BARTLESVILLE MUNI (BVO) 1 NW UTC-6(-5DT) N36°45.85' W96°00.67'

KANSAS CITY

711 B S2 FUEL 100LL JET A TPA-1795(1084) NOTAM FILE BVO

H-61, L-15E

RWY 17-35: H6200X100 (ASPH-CONC-GRVD) S-50, D-100, 2S-127, 2D-170 MIRL 0.4% up S IAP

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Rgt tfc.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Oct-Mar 1300-0100Z†, Apr-Sep

1300-0300Z†. PAEW on Rwy 17 end. ACTIVATE MIRL Rwy 17-35,

MALSR Rwy 17, REIL Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 132.675 (918)336-2070.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 123.6 (MC ALESTER RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 128.8

BARTLESVILLE ADVISORY 122.825 (1200-0000Z†)

AIRSPACE: CLASS E svc 1200-0000Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BVO.

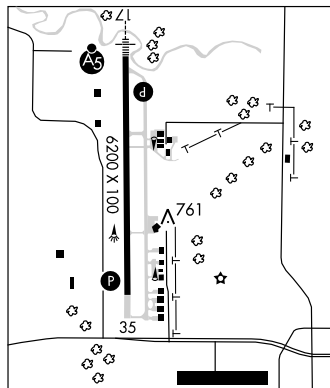
(L) VORW/DME 117.9 BVO Chan 126 N36°50.06'

W96°01.10' 167° 4.2 NM to fld. 940/8E.

DEWIE NDB (LOM) 201 BV N36°50.37' W96°00.84' 171° 4.5
NM to fld.

ILS 111.3 I-BVO Rwy 17. LOM DEWIE NDB. LOC only.

LOC unusable byd 20° right of course. LOC unmonitored.

**BEAVER MUNI** (K44) 1 SW UTC-6(-5DT) N36°47.93' W100°31.79'

WICHITA

2491 B NOTAM FILE MLC

RWY 17-35: H3030X43 (ASPH-GRVL) S-4

RWY 17: Tower. RWY 35: Road.

RWY 04-22: 3025X95 (TURF)

RWY 22: P-line.

AIRPORT REMARKS: Unattended. Rwy 17-35 CLOSED indef for reconstruction. Rwy 17-35 surface rough.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66' W100°58.27' 114° 25.8 NM to fld. 2981/11E.

HIWAS.

BLACKWELL-TONKAWA MUNI (BKN) 5 SW UTC-6(-5DT) N36°44.71' W97°20.98'

WICHITA

1030 B S2 FUEL 100LL NOTAM FILE MLC

L-15D

RWY 17-35: H3501X60 (ASPH) S-30, D-48, 2D-98 MIRL 0.6% up N IAP

RWY 17: VASI(V2L)—GA 3.0° TCH 26'.

RWY 35: VASI(V2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended Sun-Fri 1400-0000Z†.

WEATHER DATA SOURCES: AWOS-3 120.575 (580) 363-0688.

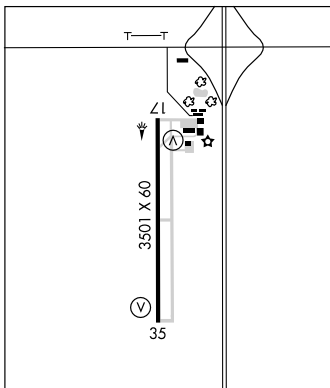
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 264° 9.1 NM to fld. 1054/6E.

**BLAKI** N36°14.17' W97°05.24' NOTAM FILE SWO

WICHITA

NDB (LOM) 255 SW 174° 4.5 NM to Stillwater Rgnl.

LOC I-BVO 111.3	APP CRS 172°	Rwy Idg 6200
	TDZE 695	
	Apt Elev 711	

LOC RWY 17

BARTLESVILLE MUNI (BVO)

NA For inoperative MALS, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibilities ¼ mile, circling Cat B/C/D visibilities ½ mile.

MALSR

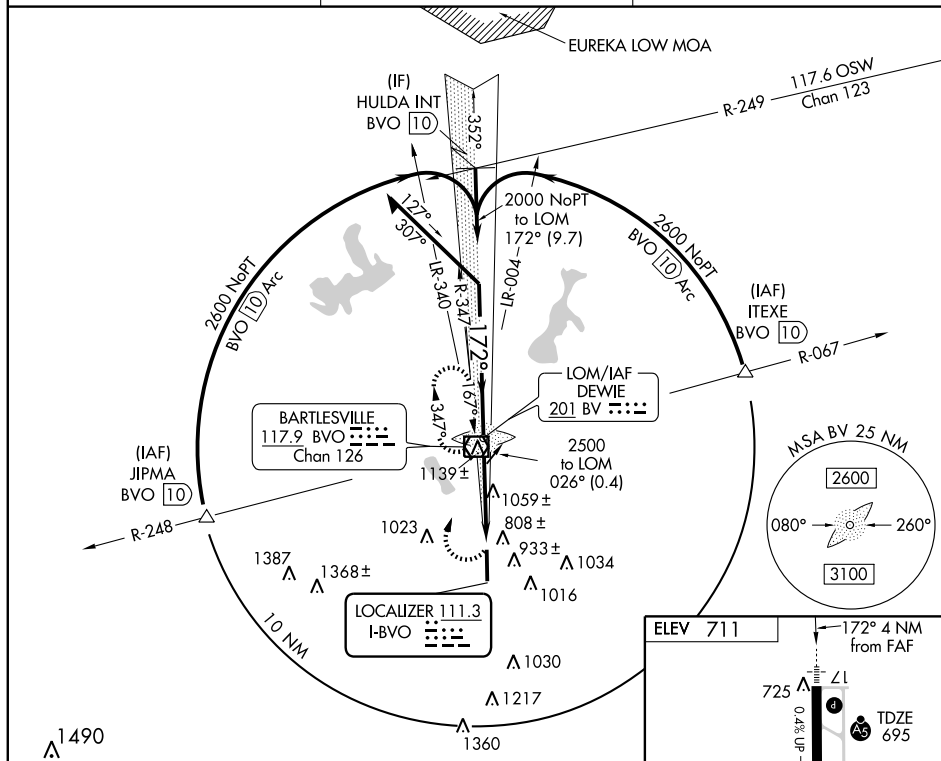


MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS
132.675

KANSAS CITY CENTER
128.8 354.1

UNICOM
123.0 (CTAF) 1



Remain
within 10 NM

DEWIE LOM

2500

BVO

117.9

2500

172°

2000

2.97°

TCH 53

4 NM

CATEGORY	A	B	C	D
S-17	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

MIRL Rwy 17-35 1

REIL Rwy 35 1

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

WAAS Chan 58201 W17A	APP CRS 172°	Rwy Idg 6200 TDZE 695 Apt Elev 711
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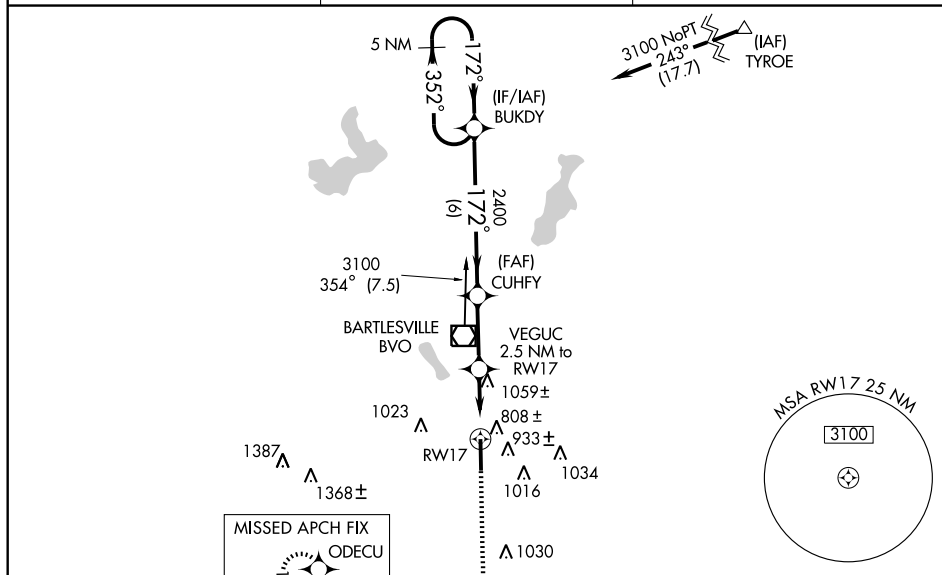
RNAV (GPS) RWY 17
BARTLESVILLE MUNI (BVO)

T For inoperative MALS/R, increase RNAV MDA Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, RNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and RNAV Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile.

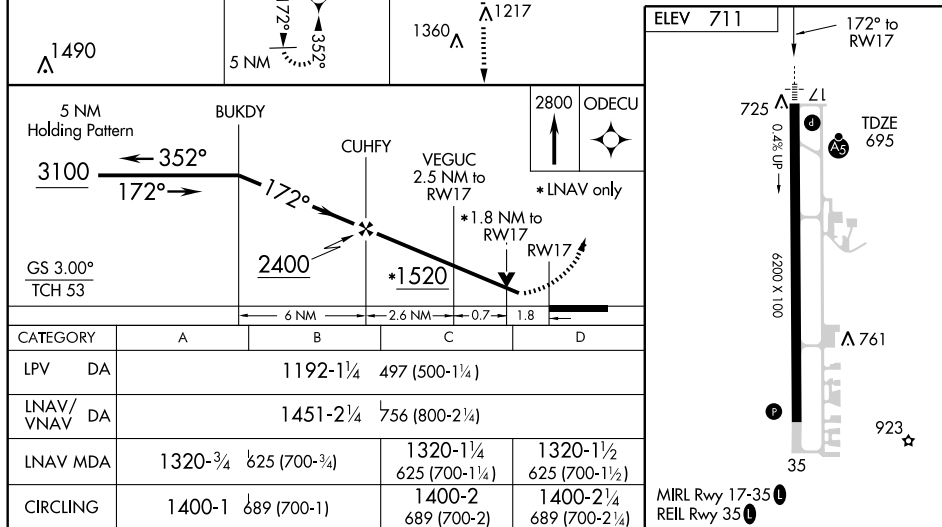
MALSR 	MISSED APPROACH: Climb to 2800 direct ODECU and hold.
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AWOS
132.675

KANSAS CITY CENTER
128.8 354.1

UNICOM
123.0 (CTAF) **L**

SC-1.23 SEP 2010 to 21 OCT 2010



BARTLESVILLE, OKLAHOMA
Orig 10098

36°46' N-96°01' W

BARTLESVILLE MUNI (BVO)
RNAV (GPS) RWY 17

WAAS
Chan **61305**
W35A

APP CRS
352°

Rwy Idg **6200**
TDZE **711**
Apt Elev **711**

RNAV (GPS) RWY 35
BARTLESVILLE MUNI (BVO)

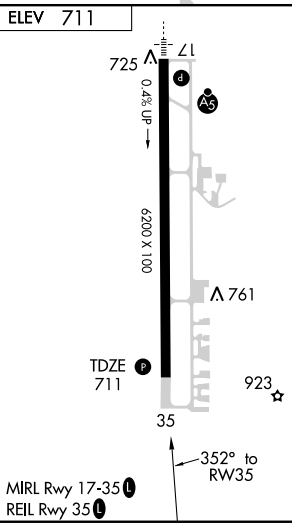
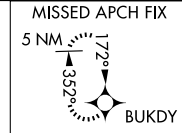
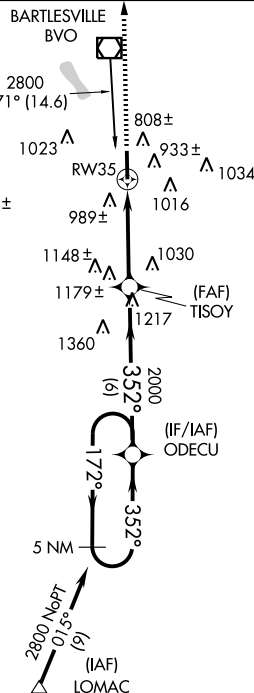
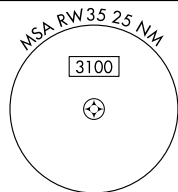
⚠ Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3100 direct BUKDY and hold.

AWOS
132.675

KANSAS CITY CENTER
128.8 354.1

UNICOM
123.0(CTAF) 0



3100		BUKDY		5 NM Holding Pattern	
*LNAV only		*1.8 NM to RW35		ODECU	
RW35		TISOY		352°	
1.8 NM		2.1 NM		6 NM	
CATEGORY		A		B	
LPV DA		961-1		250 (300-1)	
LNAV/VNAV DA		1327-2¼		616 (700-2¼)	
LNAV MDA		1340-1 629 (700-1)		1340-1¾ 629 (700-1¾)	
CIRCLING		1400-1 689 (700-1)		1400-2 689 (700-2)	
				1340-2 629 (700-2)	
				1400-2¼ 689 (700-2¼)	

VOR/DME BVO 117.9 Chan 126	APP CRS 348°	Rwy Idg 6200 TDZE 711 Apt Elev 711
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VOR/DME RWY 35
BARTLESVILLE MUNI (BVO)

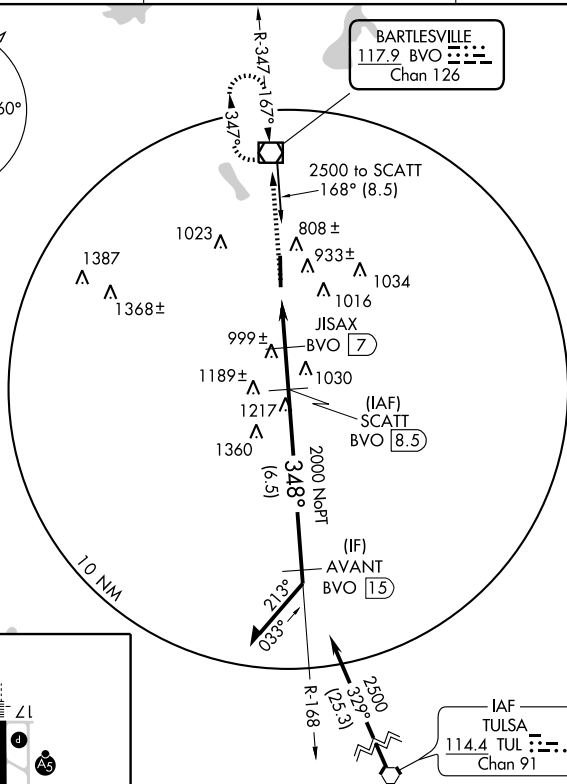
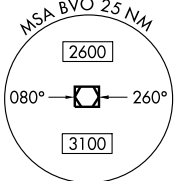
▼ Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to
2500 direct BVO VOR/DME
and hold.

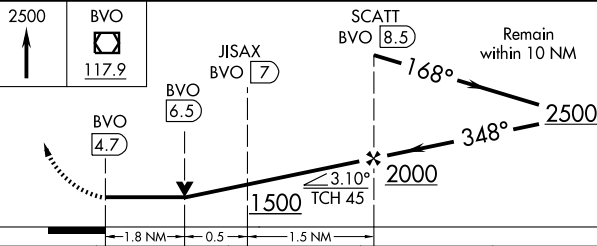
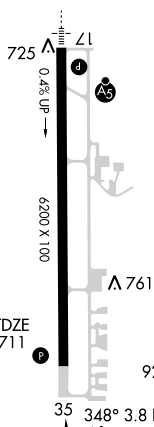
AWOS
132.675

KANSAS CITY CENTER
128.8 354.1

UNICOM
123.0 (CTAF) **L**



ELEV 711



CATEGORY	A	B	C	D
S-35	1320-1	609 (700-1)	1320-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	1320-2 609 (700-2)
CIRCLING	1400-1	689 (700-1)	1400-2 689 (700-2)	1400-2 $\frac{1}{4}$ 689 (700-2 $\frac{1}{4}$)

BARTLESVILLE, OKLAHOMA
Amdt 6 10098

36°46' N-96°01' W

BARTLESVILLE MUNI (BVO)
VOR/DME RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME BVO
117.9
Chan **126**

APP CRS
167°

Rwy Idg **6200**
TDZE **695**
Apt Elev **711**

VOR RWY 17
BARTLESVILLE MUNI (BVO)

▼ For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile.
▲ Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibility $\frac{1}{4}$ mile, Circling Cat B/C/D visibility $\frac{1}{4}$ mile. VDP NA when using Tulsa Intl altimeter setting.

MALSR



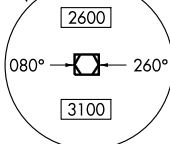
MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS
132.675

KANSAS CITY CENTER
128.8 354.1

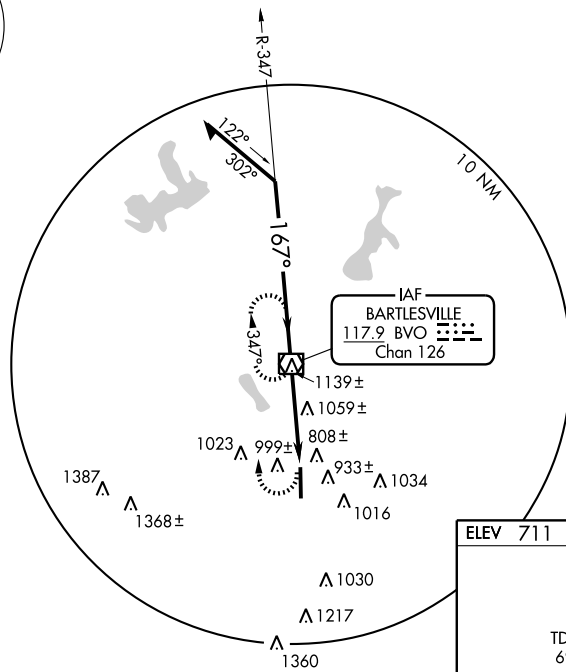
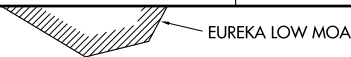
UNICOM
123.0 (CTAF) 0

MSA BVO 25 NM



080° —  — 260°

3100



Remain
within 10 NM

VOR/DME

2500

2000

VGSI and descent
angles not coincident.

3.21°

TCH 53

1.9 NM

1.8 NM

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WAAS CH 97519 W17A	APP CRS 174°	Rwy Idg 3501 TDZE 1030 Apt Elev 1030
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RNAV (GPS) RWY 17
BLACKWELL-TONKAWA MUNI (BKN)

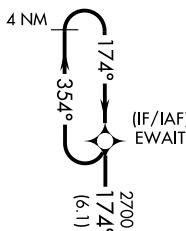
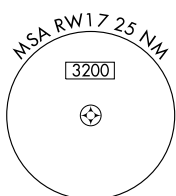
T For uncompensated baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH:
Climb to 2800 direct
JOLLA and hold.

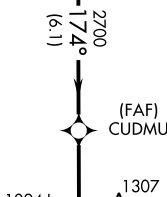
AWOS-3
120.575

KANSAS CITY CENTER
127.8 319.1

UNICOM
122.8 (CTAF)



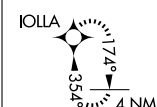
Procedure NA for arrivals
on PER VORTAC
airway radials 274 CW 335.



2800
315°
(14.6)

PIONEER

MISSED APCH FIX

 2110_{Δ} Λ_{1440}

FIFV 1030

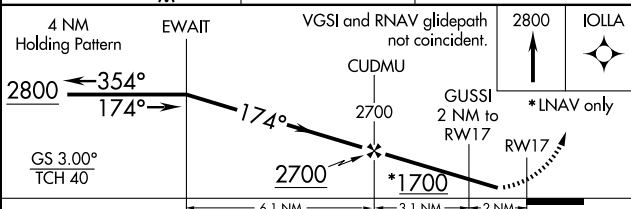
174° to
PW/17

TDZ
103

•

② 0.6% IP → 3501 X 60

3



CATEGORY	A	B	C	D
LPV DA	1280-1	250 (300-1)		NA
LNAV/VNAV DA	1376-1½	346 (400-1½)		NA
LNAV MDA	1400-1	370 (400-1)		NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

MIRL Rwy 17-35

BLACKWELL, OKLAHOMA

Orig 23SEP10

36°45'N-97°21'W

BLACKWELL-TONKAWA MUNI (BKN)
RNAV (GPS) RWY 17

WAAS CH 61119 W35A	APP CRS 354°	Rwy Idg 3501 TDZE 1026 Apt Elev 1030
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RNAV (GPS) RWY 35

BLACKWELL-TONKAWA MUNI (BKN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.
 Baro-VNAV and VDP NA when using Ponca City altimeter setting.

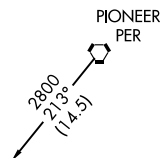
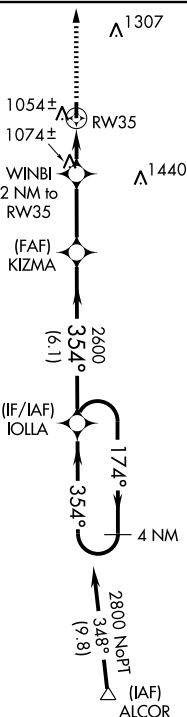
MISSED APPROACH:
Climb to 2800 direct
EWAIT and hold.

AWOS-3
120.575

KANSAS CITY CENTER
127.8 319.1

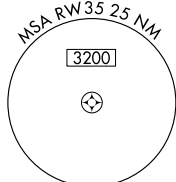
UNICOM
122.8 (CTAF)

MISSED APCH FIX

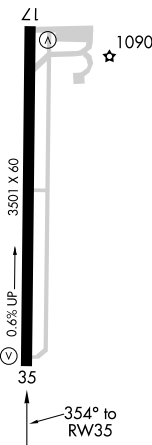


Procedure NA for arrivals
on PER VORTAC
airway radial 173.

2110 Δ



ELEV 1030



MIRL Rwy 17-35

2800 ↑		EWAIT 		VGSi and RNAV glidepath not coincident.		IOLLA		4 NM Holding Pattern	
*LNAV only		*1 NM to RW35		WINBI 2 NM to RW35		KIZMA 2600		174° → 2800 ← 354°	
		1 NM		1 NM		2.8 NM		6.1 NM	
		*1680				2600		GS 3.00° TCH 40	
CATEGORY		A		B		C		D	
LPV DA		1276-1		250 (300-1)				NA	
LNAV/ VNAV DA		1324-1		298 (300-1)				NA	
LNAV MDA		1340-1		314 (400-1)				NA	
CIRCLING		1440-1 410 (500-1)		1480-1 450 (500-1)		1480-1½ 450 (500-1½)		NA	

VORTAC PER <u>113.2</u> Chan 79	APP CRS 263°	Rwy Idg TDZE Apt Elev	N/A N/A 1030
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VOR-A

BLACKWELL-TONKAWA MUNI (BKN)

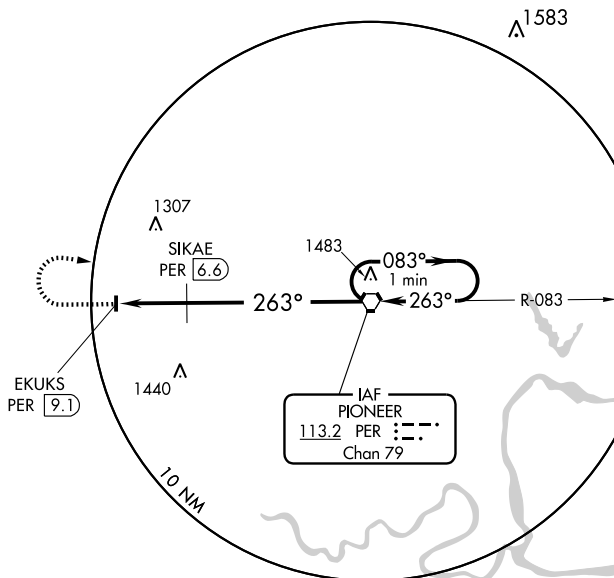
T When local altimeter setting not received, use Ponca City
A altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

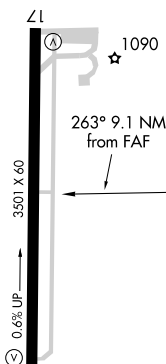
AWOS-3
120.575

KANSAS CITY CENTER
127.8 319.1

UNICOM
122.8 (CTAF)



ELEV 1030



MIRL Rwy 17-35

[illegible]

BLACKWELL, OKLAHOMA

Amdt 4 23SEP10

BLACKWELL-TONKAWA MUNI (BKN)

VOR-A

36° 45'N-97° 21'W

SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

BOISE CITY (17K) 3 N UTC-6(-5DT) N36°46.46' W102°30.63'

4178 B NOTAM FILE MLC

RWY 04-22: H4210X60 (ASPH) S-4 MIRL

Rwy 04: Trees.

Rwy 22: Road.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF 122.9

® **ALBUQUERQUE CENTER APP/DEP CON** 127.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.

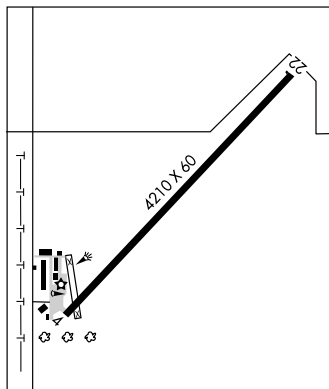
DALHART (L) VORTACW 112.0 DHT Chan 57 N36°05.49'

W102°32.68' 350° 41.0 NM to fld. 4020/12E. HIWAS.

WICHITA

L-15B

IAP



BRISTOW

JONES MEM (3F7) 3 SW UTC-6(-5DT) N35°48.41' W96°25.31'

851 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3400X45 (ASPH) S-4 MIRL 1.4% up S

RWY 17: Trees. RWY 35: P-line.

AIRPORT REMARKS: Unattended. 24 hr automated fuel service system.

ACTIVATE MIRL Rwy 17-35—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF 122.9

® **KANSAS CITY CENTER APP/DEP CON** 128.8

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

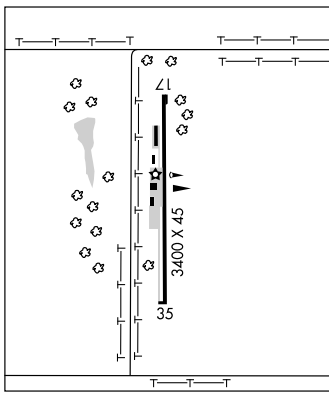
TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 225° 38.7 NM to fld. 770/8E.

DALLAS—FT. WORTH

L-15E

IAP



RNAV (GPS) RWY 4

BOISE CITY (17K)

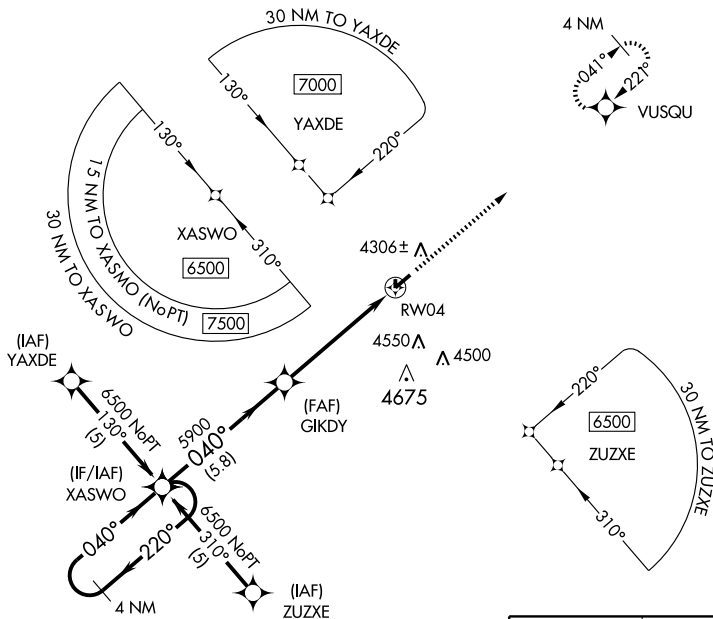
APP CRS 040°	Rwy Idg 4210
	TDZE 4178
	Apt Elev 4178

▼ Use Dalhart, TX altimeter setting;
 ▲ NA when not received, procedure not authorized.
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

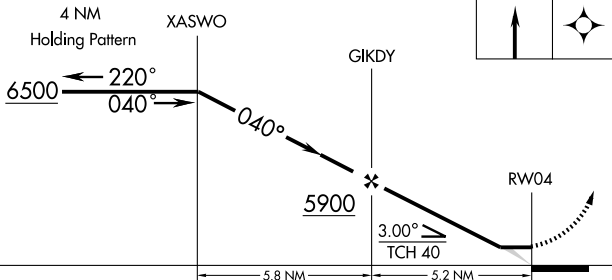
MISSED APPROACH: Climb to 6000 direct VUSQU
 and hold.

ALBUQUERQUE CENTER
127.85 285.475

CTAF 122.9 **0**



ELEV 4178



CATEGORY	A	B	C	D
LNNAV MDA	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA
CIRCLING	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA

MIRL Rwy 4-22 **0**

BOISE CITY (17K) 3 N UTC-6(-5DT) N36°46.46' W102°30.63'

4178 B NOTAM FILE MLC

RWY 04-22: H4210X60 (ASPH) S-4 MIRL

Rwy 04: Trees.

Rwy 22: Road.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF 122.9

® **ALBUQUERQUE CENTER APP/DEP CON** 127.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.

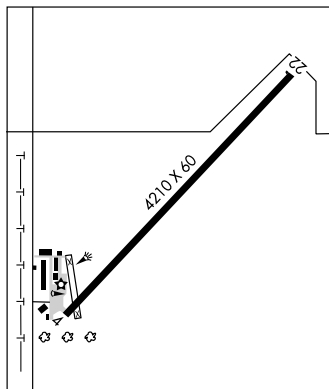
DALHART (L) VORTACW 112.0 DHT Chan 57 N36°05.49'

W102°32.68' 350° 41.0 NM to fld. 4020/12E. HIWAS.

WICHITA

L-15B

IAP



BRISTOW

JONES MEM (3F7) 3 SW UTC-6(-5DT) N35°48.41' W96°25.31'

851 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3400X45 (ASPH) S-4 MIRL 1.4% up S

RWY 17: Trees. RWY 35: P-line.

AIRPORT REMARKS: Unattended. 24 hr automated fuel service system.

ACTIVATE MIRL Rwy 17-35—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF 122.9

® **KANSAS CITY CENTER APP/DEP CON** 128.8

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

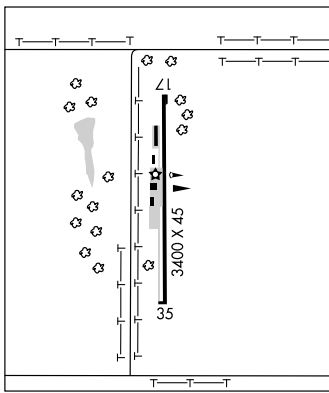
TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 225° 38.7 NM to fld. 770/8E.

DALLAS-FT. WORTH

L-15E

IAP

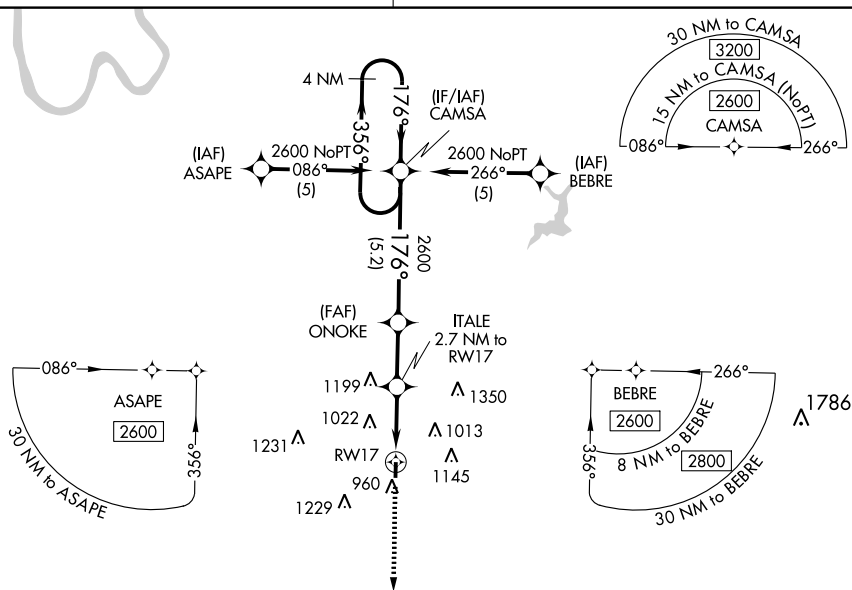
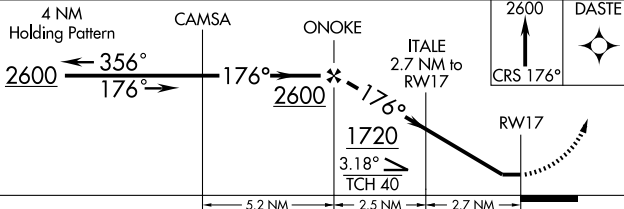


APP CRS
176°Rwy Idg **3400**
TDZE **848**
Apt Elev **851****RNAV (GPS) RWY 17**
BRISTOW/JONES MEMORIAL (3F7)

▼ Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

▲ NA

MISSED APPROACH: Climb to 2600 via 176° course to DASTE and hold.

KANSAS CITY CENTER
128.8 354.1CTAF
122.9 04 NM
Holding Pattern

CATEGORY	A	B	C	D
RNAV MDA	1400-1	552 (600-1)	1400-1½ 552 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA

MIRL Rwy 17-35 0

RNAV (GPS) RWY 35

BRISTOW/JONES MEMORIAL (3F7)

APP CRS
356°Rwy Idg **3400**
TDZE **851**
Apt Elev **851**

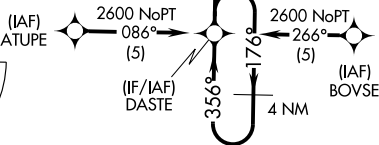
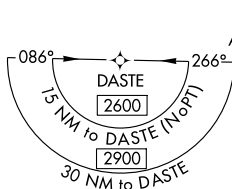
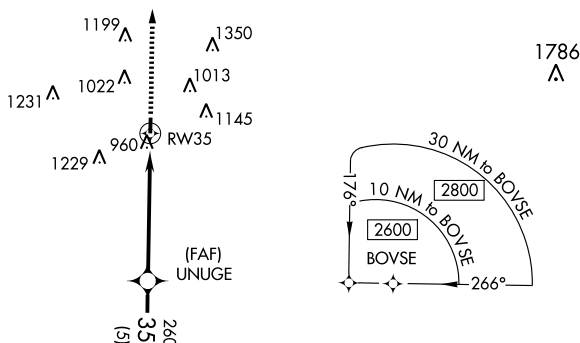
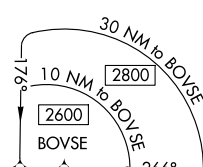
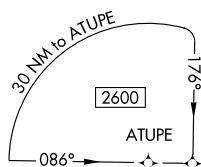
▼ Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

▲ NA

MISSED APPROACH: Climb to 2600 via 356° course to CAMSA and hold.

KANSAS CITY CENTER
128.8 354.1

CTAF
122.9 0



ELEV 851



TDZE 851

35

356° to RW35

4 NM
Holding Pattern

DASTE

UNUGE

2600

CAMSA

2600

176°

356°

2600

356°

CRS 356°

RW35

3.04°

TCH 40

5 NM

5.3 NM

CATEGORY

A

B

C

D

LNAV MDA

1380-1

529 (600-1)

1380-1½

529 (600-1½)

NA

CIRCLING

1420-1

569 (600-1)

1440-1½

589 (600-1½)

NA

MIRL Rwy 17-35 0

BROKEN BOW (90F) 2 SW UTC-6(-5DT) N34°00.84' W94°45.51'

404 B NOTAM FILE MLC

RWY 17-35: H3200X50 (ASP) S-17 MIRL

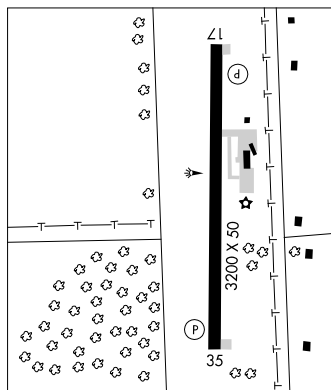
RWY 17: PAPI(P2L)—GA 2.0° TCH 26'. Trees.

RWY 35: PAPI(P2L)—GA 2.0° TCH 26'. Trees.

AIRPORT REMARKS: Unattended. High speed, low altitude military activity in vicinity of Broken Bow Lake. Ultralights on and invov arpt.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

RICH MOUNTAIN (L) VORTACW 113.5 PGO Chan 82 N34°40.83' W94°36.54' 187° 40.6 NM to fld. 2700/4E.



MEMPHIS

L-17D

BUFFALO MUNI (BFK) 2 N UTC-6(-5DT) N36°51.80' W99°37.12'

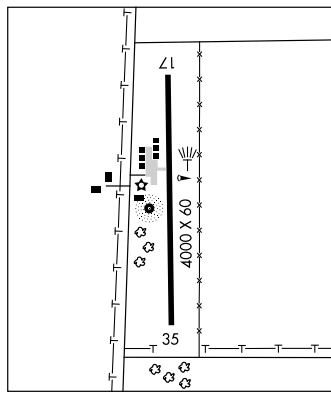
1822 B NOTAM FILE MLC

RWY 17-35: H4000X60 (ASP) S-4 MIRL 0.7% up N

RWY 17: Road. RWY 35: Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9Ⓡ **KANSAS CITY CENTER APP/DEP CON** 126.95**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.**MITBEE (H) VORTACW** 115.6 MMB Chan 103 N36°20.62'W99°52.81' 012° 33.6 NM to fld. 2430/10E. **HIWAS.****NDB (MHW)** 215 BFK N36°51.85' W99°37.21' at fld.

NOTAM FILE MLC.



WICHITA

L-15C

IAP

NDB BFK 215	APP CRS 280°	Rwy Idg TDZE Apt Elev	N/A N/A 1822
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NDB-A

BUFFALO MUNI (BKF)

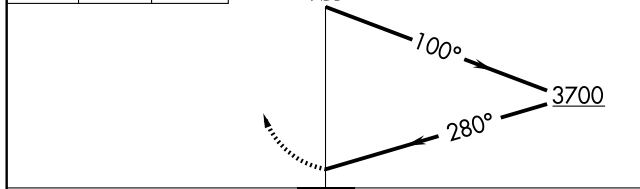
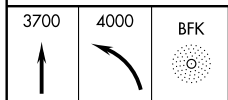
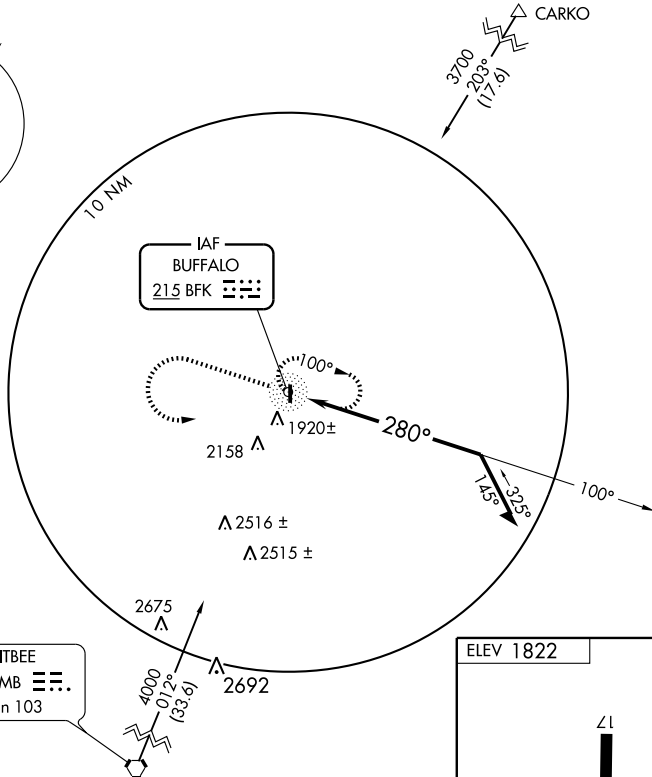
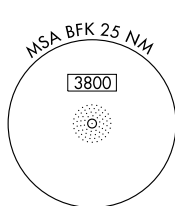
▽ Visibility reduction by helicopters NA.
Δ NA Use Woodward/West Woodward altimeter setting; when not received, use Gage altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3700 then climbing left turn to 4000 direct BFK NDB and hold.

AWOS-3
118.425

KANSAS CITY CENTER
126.95 379.2

CTAF
122.9 0



CATEGORY	A	B	C	D
CIRCLING	2580-1 758 (800-1)	2580-1¼ 758 (800-1¼)	2580-2¼ 758 (800-2¼)	NA

MIRL Rwy 17-35 0

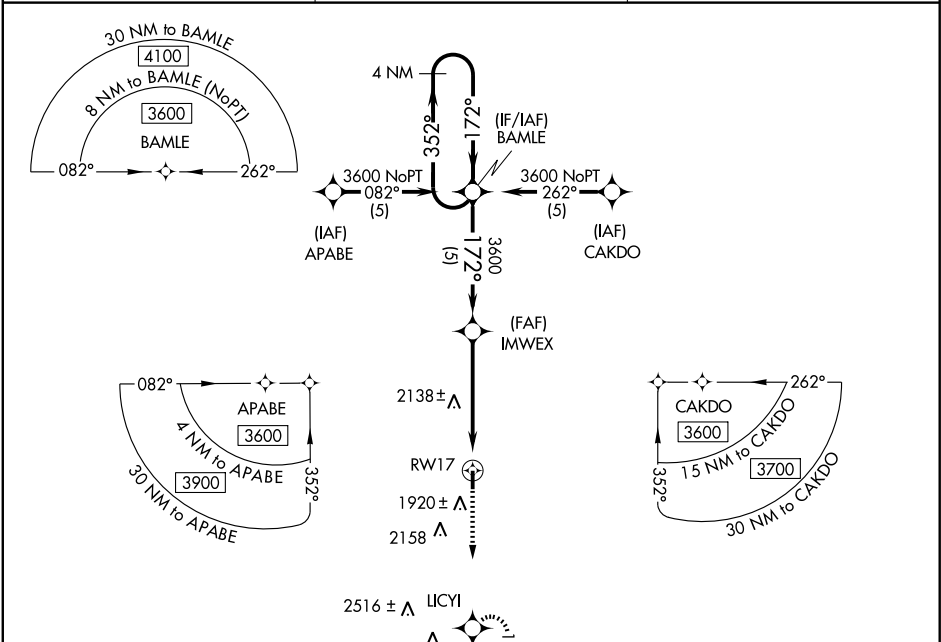
APP CRS 172°	Rwy Idg TDZE 4000 Apt Elev 1822
------------------------	---

RNAV (GPS) RWY 17

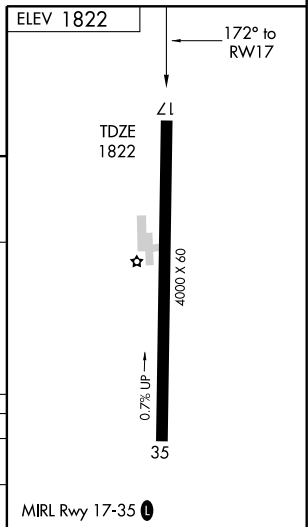
BUFFALO MUNI (BFK)

<p>▼ DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.</p>
---	---

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	CTAF 122.9 0
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4 NM Holding Pattern				3800	LICYI
<p>BAMLE IMWEX</p> <p>3600 ← 352° 172° → 3600</p> <p>172° 172°</p> <p>3.28° TCH 40</p> <p>5 NM 5 NM</p> <p>RWY 17</p>					
CATEGORY	A	B	C	D	
LNNAV MDA	2500-1	678 (700-1)	2500-2	NA	
CIRCLING	2500-1	678 (700-1)	2500-2	NA	



CARNEGIE MUNI (86F) 2 NE UTC-6(-5DT) N35°07.42' W98°34.51'

DALLAS-FT. WORTH
L-15D

1354 NOTAM FILE MLC

RWY 17-35: H3000X50 (ASPH) S-11 LIRL

RWY 35: P-line.

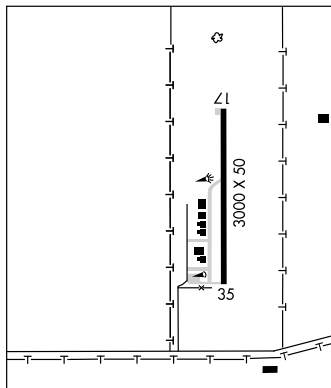
AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

HOBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99'

W99°03.80' 047° 28.6 NM to fld. 1472/10E.



CATOOSA

MOLLY'S LANDING HELIPORT (034) 2NE UTC-6(-5DT) N36°12.44' W95° 43.55'

KANSAS CITY

575 NOTAM FILE MLC

HELIPAD H1: 45X40 (TURF) PERIMETER LGTS.

HELIPAD REMARKS: Unattended. Helipad H1 +40' trees on north and east sides, +42' wires along highway, +4' rock fence along entrance on west side of helipad and +35' trees invof helipad. Helipad H1 ingress/egress routes are limited to south of helipad. Heliport for use by small helicopters only. Numerous trees invof helipad.

COMMUNICATIONS: CTAF 122.9

PORT OF CATOOSA HELIPORT (064) 3 N UTC-6(-5DT) N36°13.89' W95° 44.35'

KANSAS CITY

601 NOTAM FILE MLC

HELIPAD H1: H50X50 (CONC)

HELIPORT REMARKS: Attended irregularly. Helipad H1 perimeter lgts. Helipad H1 ingress/egress 030°-210°.

COMMUNICATIONS: CTAF 122.9

CHANDLER RGNL (CQB) 3 NE UTC-6(-5DT) N35°43.43' W96°49.22'

DALLAS-FT. WORTH
L-15E
IAP

984 B NOTAM FILE CQB

RWY 17-35: H4000X60 (ASPH) S-12.5 MIRL 0.6% up N

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 35: PAPI(P2L)—GA 2.5° TCH 30'. Trees.

AIRPORT REMARKS: Unattended.

WEATHER DATA SOURCES: AWOS-3 119.275 (405) 258-6724.

COMMUNICATIONS: CTAF 122.9

® KANSAS CITY CENTER APP/DEP CON 128.3

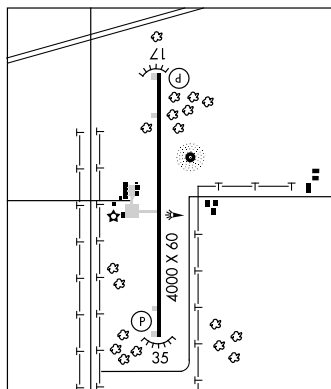
RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 053° 44.4 NM to fld. 1230/7E. HIWAS.

TILGHMAN NDB (MHW) 396 CQB N35°43.34' W96°49.12'

at fld. NOTAM FILE CQB.



NDB CQB
396

APP CRS
003°

Rwy Idg	4000
TDZE	984
Apt Elev	984

NDB RWY 35
CHANDLER RGNL (CQB)



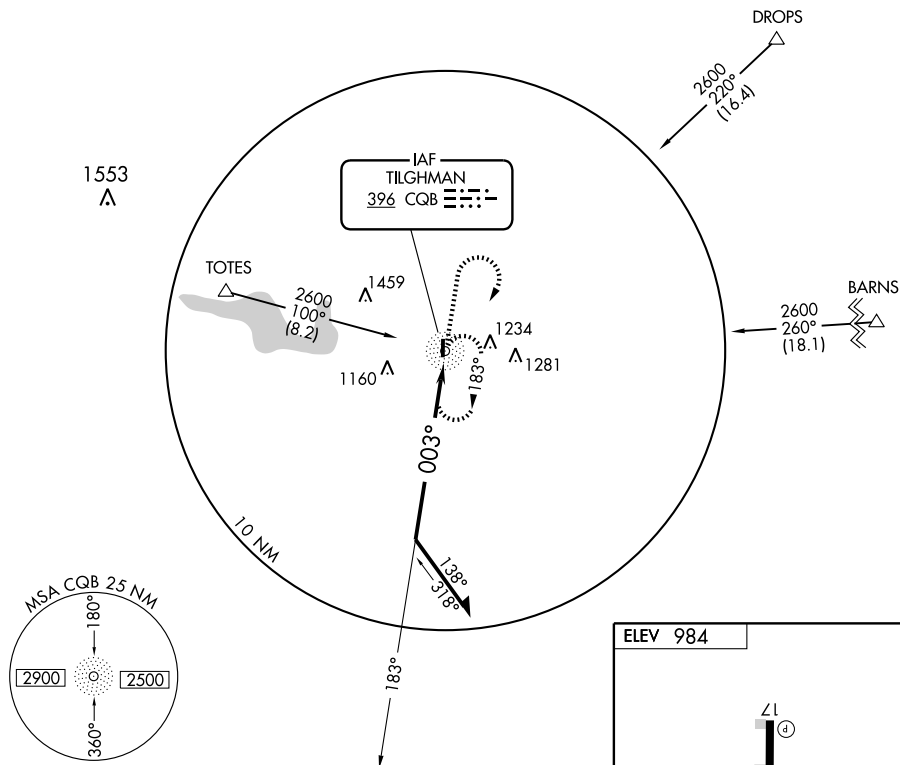
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

AWOS-3
119.275

KANSAS CITY CENTER
128.3 291.7

CTAF
122.9



Remain
within 10 NM

2600

NDB

 -183°

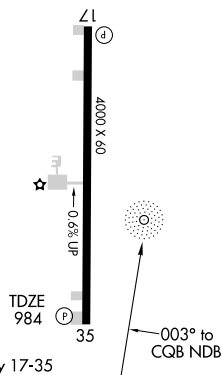
—

2000

2600

CQE

ELEV 984



MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-35	1420-1 436 (500-1)		1420-1½ 436 (500-1½)	NA
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

APP CRS **174°**
 Rwy Idg **4000**
 TDZE **979**
 Apt Elev **984**

RNAV (GPS) RWY 17

CHANDLER RGNL (CQB)

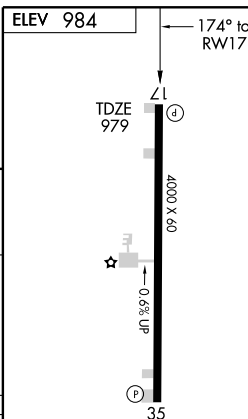
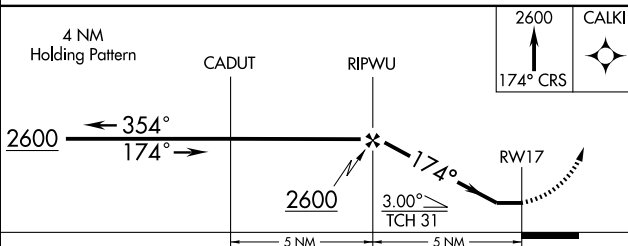
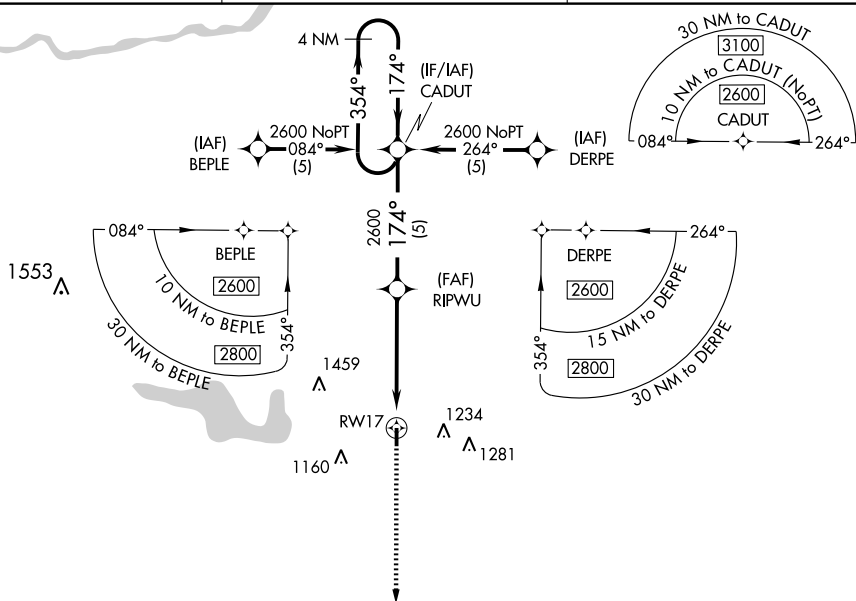
▼ If local altimeter setting not received, use Shawnee
 Rgnl altimeter setting and increase all MDAs 80 feet.
 ▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 174° course to CALKI
 WP and hold.

AWOS-3
119.275

KANSAS CITY CENTER
128.3 291.7

CTAF
122.9



CATEGORY	A	B	C	D
RNAV MDA	1300-1	319 (400-1)		NA
CIRCLING	1380-1 396 (400-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

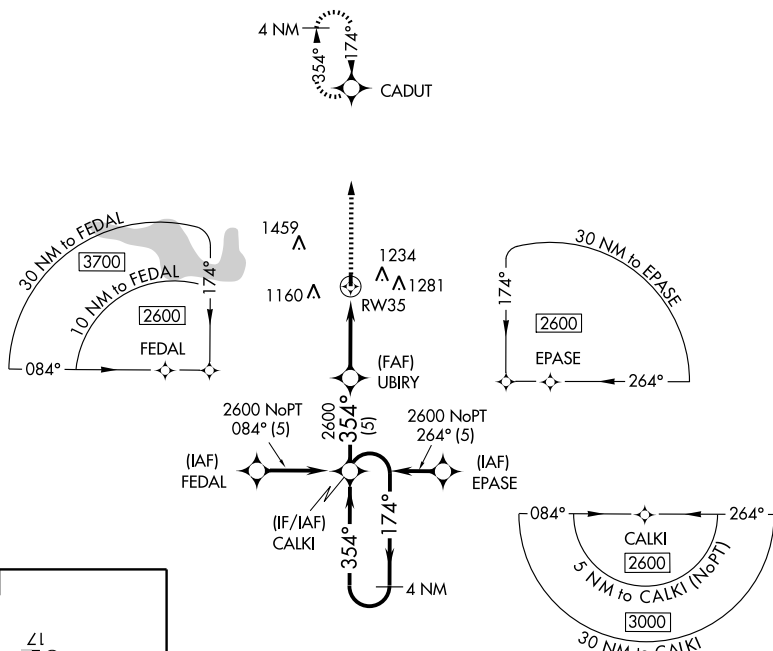
MIRL Rwy 17-35

APP CRS
354°Rwy Idg **4000**
TDZE **984**
Apt Elev **984****RNAV (GPS) RWY 35**
CHANDLER RGNL (CQB)

NA

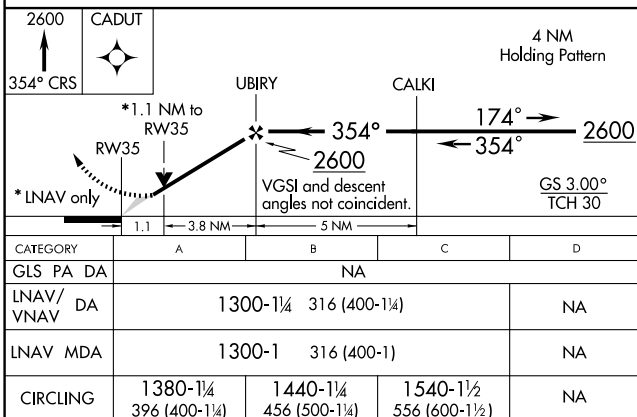
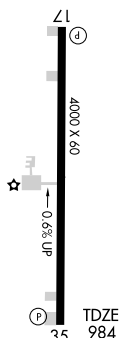
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA
BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

AWOS-3
119.275KANSAS CITY CENTER
128.3 291.7CTAF
122.9

A1655

ELEV 984



MIRL Rwy 17-35

CHEYENNE

MIGNON LAIRD MUNI (93F) 2 W UTC-6(-5DT) N35°36.19' W99°42.18'

2084 B NOTAM FILE MLC

RWY 18-36: H4036X60 (ASPH) S-4 MIRL

RWY 18: Tree.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

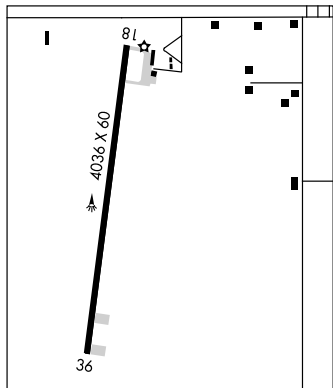
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

SAYRE (L) VORTAC 115.2 SYO Chan 99 N35°20.71'

W99°38.12' 338° 15.8 NM to fld. 1990/10E.

DALLAS-FT. WORTH

L-15C



CHICKASHA MUNI (CHK) 3 NW UTC-6(-5DT) N35°05.84' W97°58.06'

1152 B S4 **FUEL** 100LL, JET A TPA-1952(800) NOTAM FILE CHK

RWY 17-35: H5101X100 (CONC) S-40, D-52 MIRL 0.4% up N

RWY 17: PAPI(P4L)—GA 3.0° TCH 44'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 44'. Trees.

RWY 18-36: 2840X145 (TURF)

RWY 18: Fence. **RWY 36:** Building.

RWY 02-20: 2525X100 (TURF)

RWY 20: Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Fuel avbl 24 hrs self serve with credit card. PAPI Rwy 17 OTS indef. MIRL Rwy 17-35 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (405) 574-1016.

COMMUNICATIONS: CTAF/UNICOM 123.0

OKE CITY APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

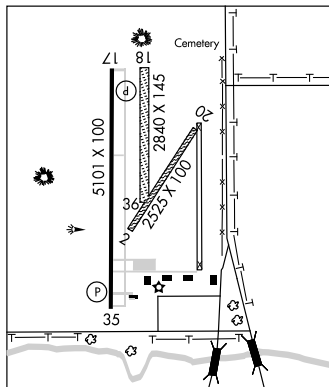
WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 221° 23.6 NM to fld. 1230/7E. HIWAS.

DALLAS-FT. WORTH

H-6H, L-17C

IAP

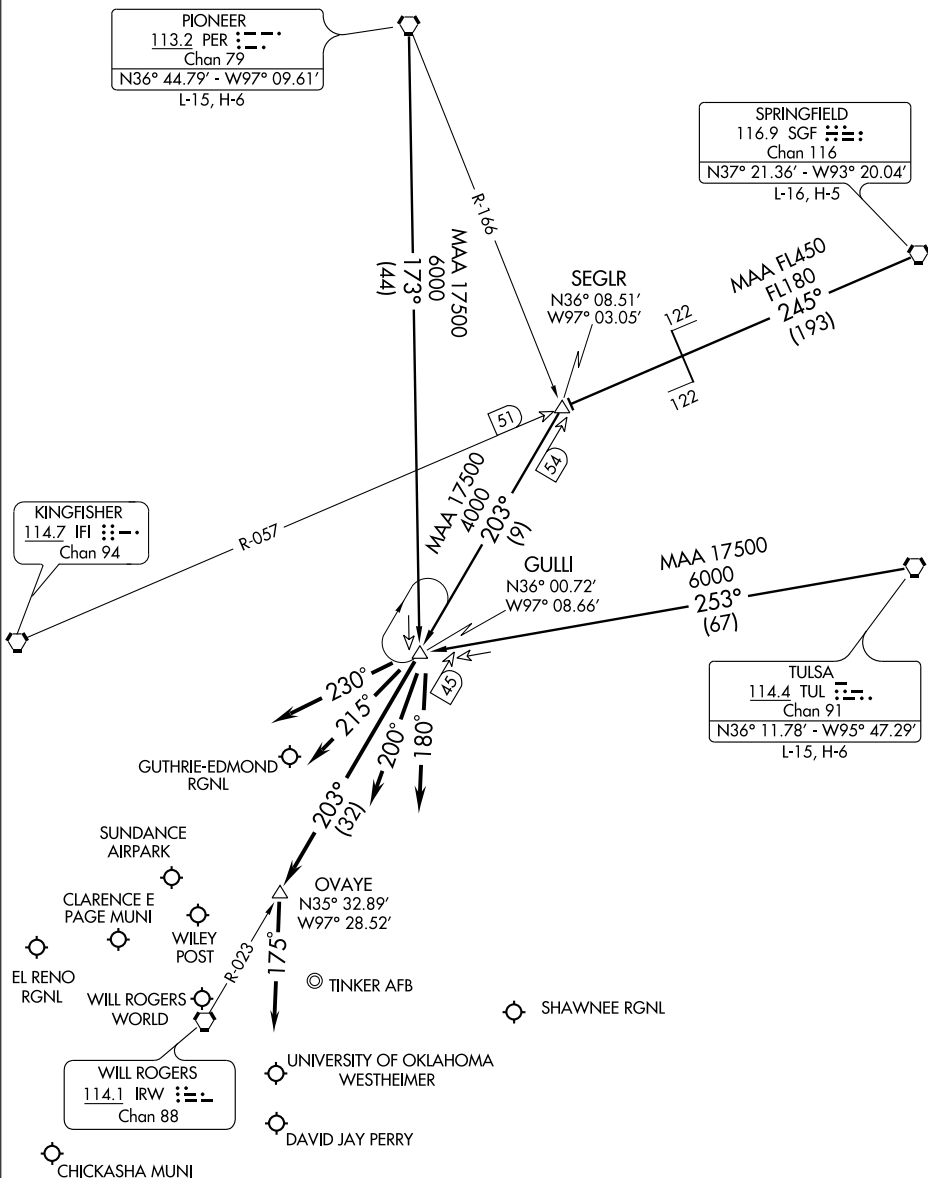


CHRISTMAN AIRFIELD (See OKEENE)

CITY OF COALGATE (See COALGATE)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

APP CRS 172°	Rwy Idg 5101
	TDZE 1149
	Apt Elev 1150

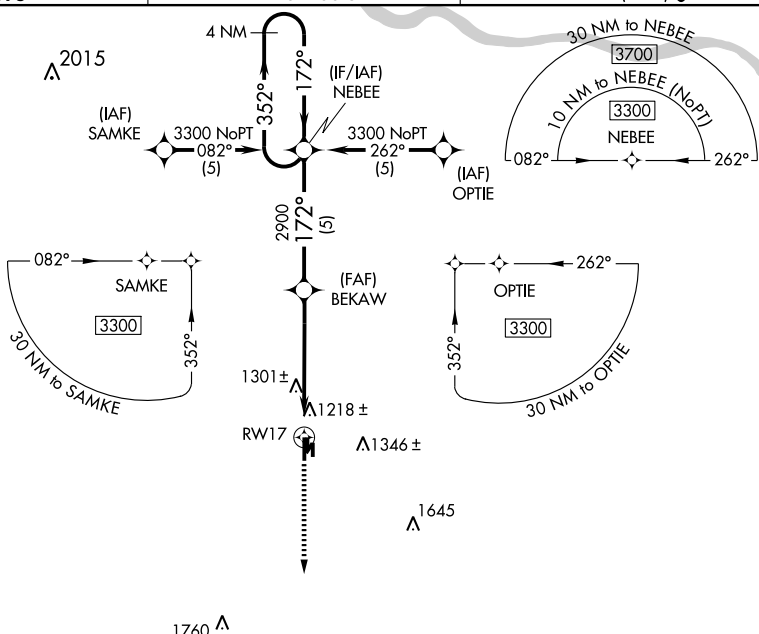
RNAV (GPS) RWY 17

CHICKASHA MUNI (CHK)

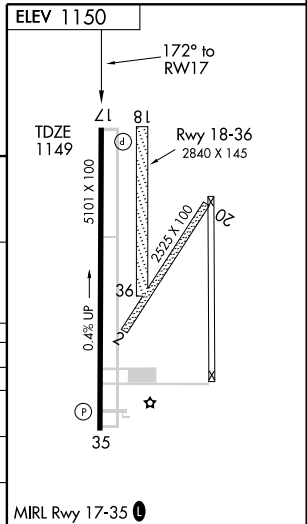
NA BARO-VNAV NA below -17°C (+2°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet and all LNAV/VNAV visibilities ½ mile. BARO-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct DERFF WP and hold.

AWOS-3 118.175	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern	NEBEE	BEKAW	RW17	DERFF
3300	352°	172°	172°	3300
GS 3.00°	TCH 45	2900	*1.2 NM to RW17	
		5 NM	4.1 NM	1.2 NM
CATEGORY	A	B	C	D
GLS PA DA				NA
LNAV/VNAV DA	1480-1¼	331 (400-1¼)		NA
LNAV MDA	1560-1	411 (500-1)	1560-1¼	NA
	410 (500-1¼)	450 (500-1¼)	411 (500-1¼)	
CIRCLING	1560-1¼	1600-1¼	1620-1½	NA
	410 (500-1¼)	450 (500-1¼)	470 (500-1½)	



APP CRS **352°**
 Rwy Idg **5101**
 TDZE **1138**
 Apt Elev **1150**

RNAV (GPS) RWY 35

CHICKASHA MUNI (CHK)

NA

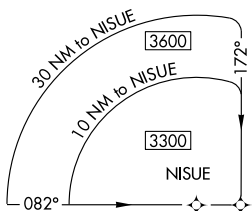
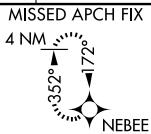
Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet.
 Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct NEBEE WP and hold.

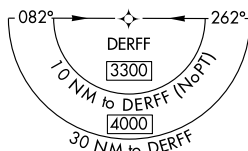
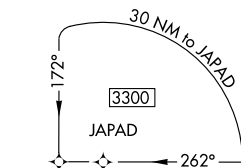
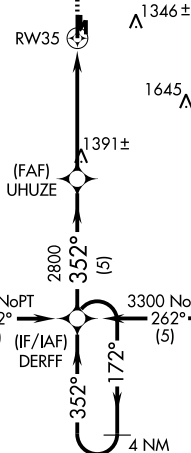
AWOS-3
118.175

OKE CITY APP CON
124.6 266.8

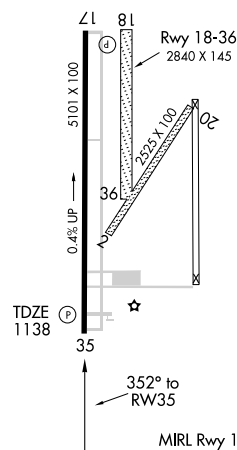
UNICOM
123.0 (CTAF) 0



1964



ELEV 1150



3300 NEBEE		* LNAV only		DERFF 4 NM Holding Pattern	
* 1.3 NM to RW35		UHUZE		3300	
RW35		2800		GS 3.00° TCH 44	
1.3		3.7 NM		5 NM	
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1440-1 302 (300-1)				NA
LNAV MDA	1580-1	442 (500-1)	1580-1¼ 442 (500-1¼)		NA
CIRCLING	1580-1 430 (500-1)	1600-1 450 (500-1)	1620-1½ 470 (500-1½)		NA

VORTAC IRW 114.1 Chan 88	APP CRS 222°	Rwy Idg TDZE Apt Elev	N/A N/A 1150
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VOR/DME-A
CHICKASHA MUNI (CHK)

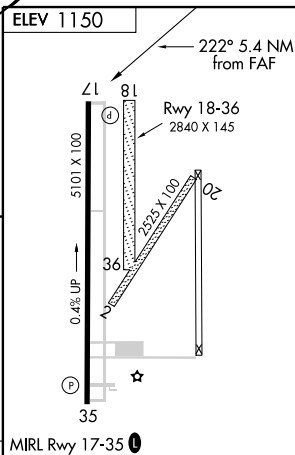
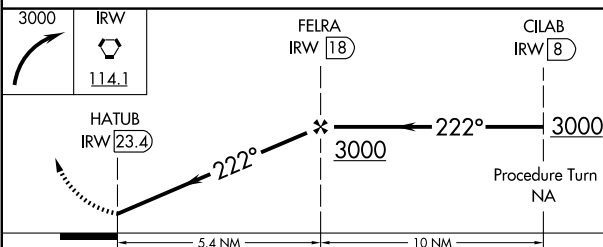
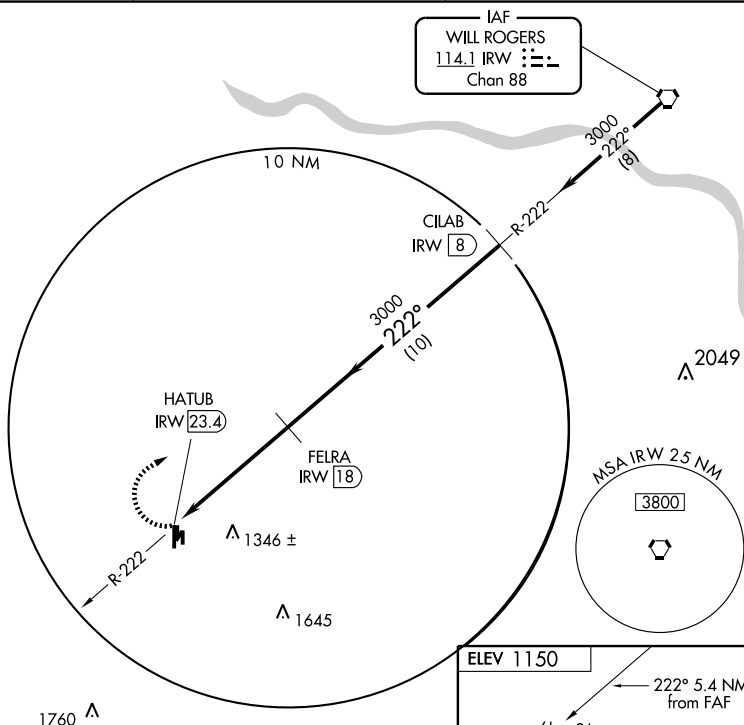
▲ NA If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3
118.175

OKE CITY APP CON
124.6 266.8

UNICOM
123.0 (CTAF) **0**



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1660-1 510 (600-1)	1660-1¼ 510 (600-1¼)	1660-1½ 510 (600-1½)	NA	Min:Sec					

CLAREMORE

CLAREMORE RGNL (GCM) 7E UTC-6(-5DT) N36°17.56' W95°28.78'

KANSAS CITY

733 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE GCM

H-61, L-15E

RWY 17-35: H5200X75 (ASPH-PFC) S-30, D-58.5, 2D-119.5

IAP

MIRL 0.7% up S

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Hill.

AIRPORT REMARKS: Attended 1430-2300Z+. 24 hr automatic fuel svc system. Rwy 35 thld dsplcd 250' indef. ACTIVATE MIRL Rwy 17-35—CTAF.

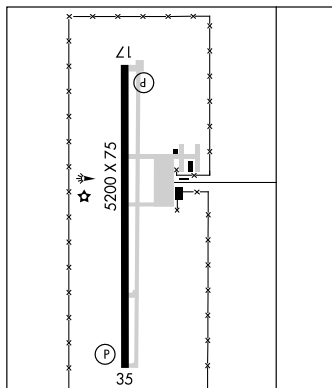
WEATHER DATA SOURCES: AWOS-3 119.925 (918) 343-0184.

COMMUNICATIONS: CTAF/UNICOM 122.7

TULSA APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 061° 16.0 NM to fld. 770/8E.



SAM RIGGS AIRPARK (K11) 7 S UTC-6(-5DT) N36°13.09' W95°39.11'

KANSAS CITY

580 NOTAM FILE MLC

RWY 04-22: 2760X35 (TURF)

RWY 04: Trees. Rgt tfc. RWY 22: Trees.

RWY 18-36: 1550X110 (TURF)

RWY 18: Tree. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 04-22 CLOSED indef. Rwy 04-22 covered in tall grass and weeds. Surface rough.

COMMUNICATIONS: CTAF 122.9

CLARENCE E PAGE MUNI (See OKLAHOMA CITY)

CLEVELAND MUNI (95F) 2 S UTC-6(-5DT) N36°17.03' W96°27.80'

KANSAS CITY

L-15E

912 B S2 NOTAM FILE MLC

RWY 18-36: H4000X60 (ASPH) S-4 MIRL

RWY 18: VASI(V2L)—GA 2.75°. Trees.

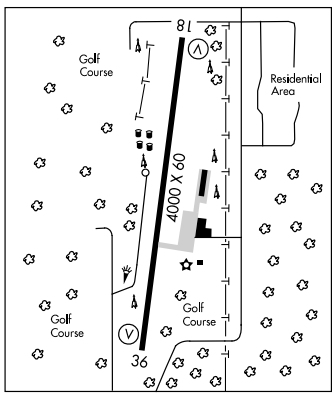
RWY 36: VASI(V2L)—GA 2.75°. Trees.

AIRPORT REMARKS: Attended irregularly. Golfers on and invov arpt. PAEW adjacent Rwy 18-36. Rotating bcn OTS indef. Rwy 18 VASI OTS indef. Rwy 36 VASI OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 271° 33.2 NM to fld. 770/8E.



WAAS CH 63214 W17A	APP CRS 175°	Rwy Idg 5200 TDZE 718 Apt Elev 733
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RNAV (GPS) RWY 17

CLAREMORE RGNL (GCM)

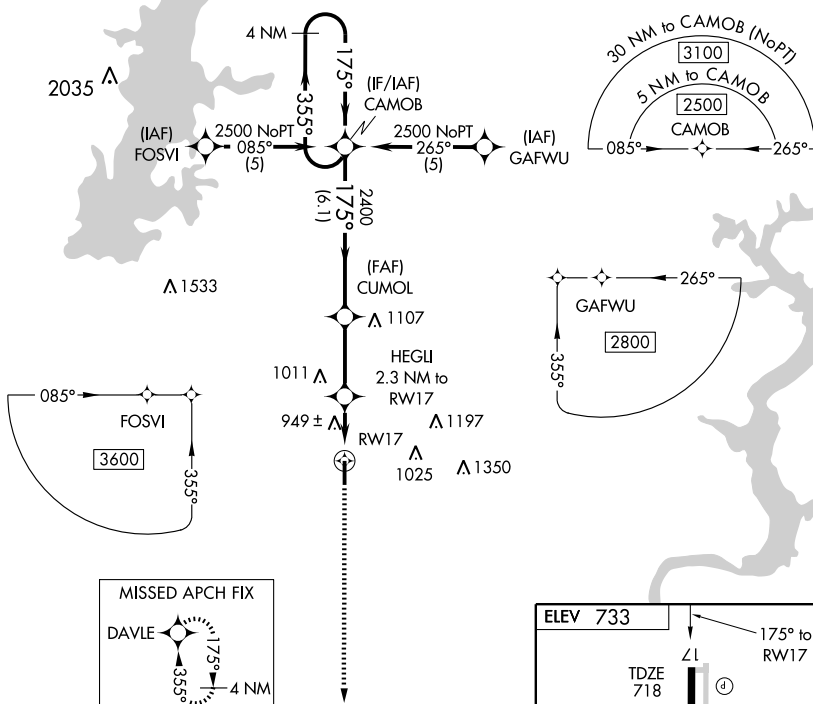
⚠ Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400
direct DAVLE and hold.

AWOS-3
119.925

TULSA APP CON
119.1 351.8

UNICOM
122.7 (CTAF) 0



4 NM

Holding Pattern

CAMOB

*LNAV only.

2400

DAVLE

2500

355°

175°

CUMOL

175°

2400

*1460

HEGU

2.3 NM to RW17

RW17

GS 3.00°

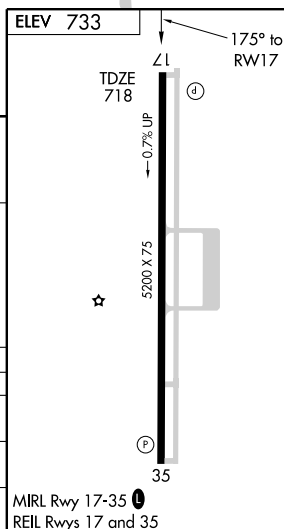
TCH 35°

6.1 NM

2.9 NM

2.3

CATEGORY	A	B	C	D
LPV DA	968-1 250 (300-1)			NA
LNAV/VNAV DA	1281-2 563 (600-2)			NA
LNAV MDA	1200-1	482 (500-1)	1200-1¼ 482 (500-1¼)	NA
CIRCLING	1260-1	527 (600-1)	1260-1½ 527 (600-1½)	NA



WAAS CH 99714 W35A	APP CRS 355°	Rwy Idg 5200 TDZE 733 Apt Elev 733
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RNAV (GPS) RWY 35

CLAREMORE RGNL (GCM)

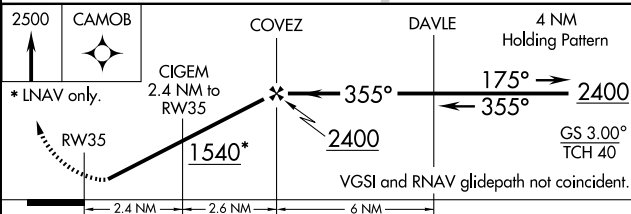
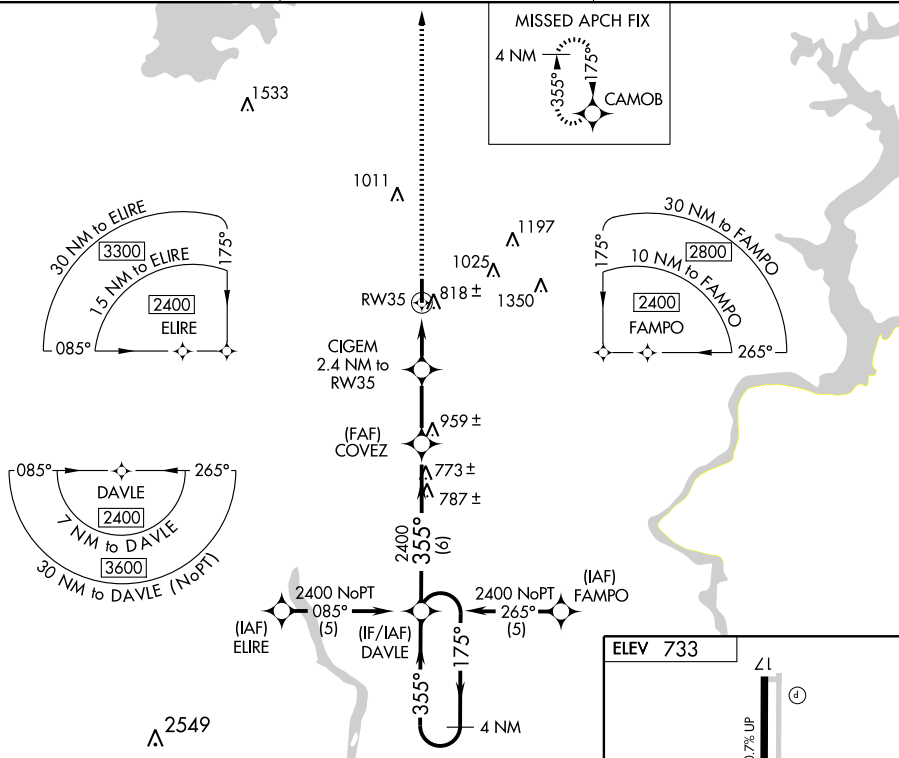
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠ Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

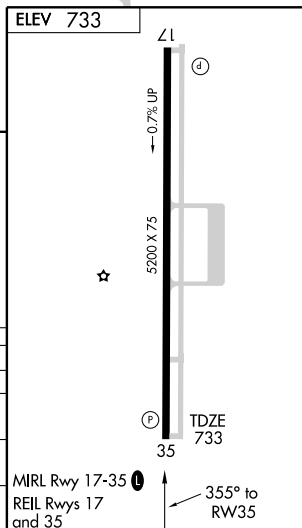
MISSED APPROACH: Climb to 2500
direct CAMOB and hold.

AWOS-3
119,925

TULSA APP CON
119.1 351.8

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	983-1 250 (300-1)			NA
LNAV/ VNAV DA	1052-1¼ 319 (400-1¼)			NA
LNAV MDA	1200-1	467 (500-1)	1200-1¼ 467 (500-1¼)	NA
CIRCLING	1260-1	527 (600-1)	1260-1½ 527 (600-1½)	NA



CLAREMORE, OKLAHOMA

Amdt 2 09295

36°18' N-95°29' W

CLAREMORE RGNL (GCM)

RNAV (GPS) RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1.23 SEP 2010 to 21 OCT 2010

VORTAC TUL 114.4 Chan 91	APP CRS 240°	Rwy Idg TDZE Apt Elev 733	N/A N/A 733
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VOR/DME-A

CLAREMORE RGNL (GCM)



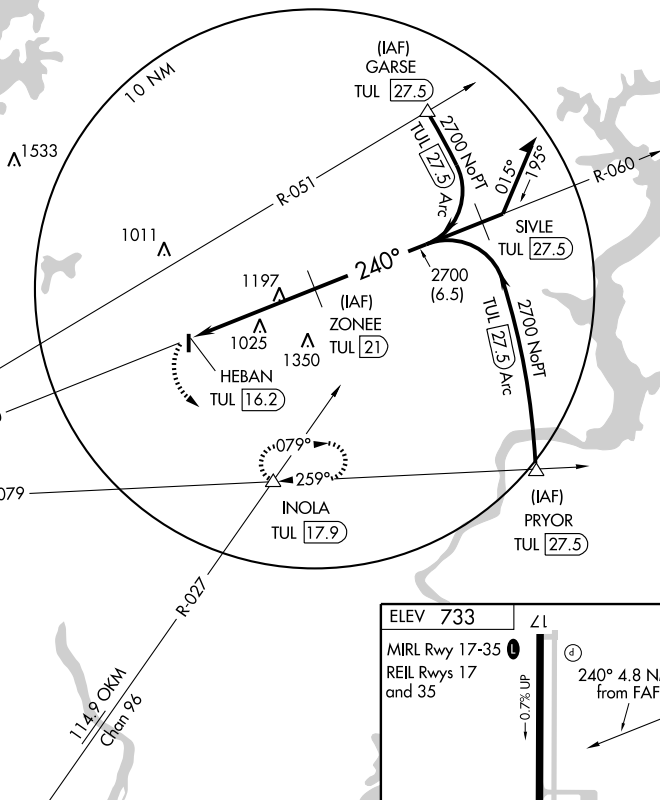
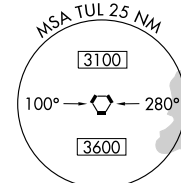
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2700 via heading 165° and TUL R-079 to INOLA Int/TUL 17.9 DME and hold.

AWOS-3
119.925

TULSA APP CON
119.1 351.8

UNICOM
122.7 (CTAF) 0



TULSA
114.4
Chan **91**

ELEV 733

MIRL Rwy 17-35
REIL Rwys 17
and 35

240° 4.8 NM
from FAF

④

→ 0.7% UP

5.2 X 0025

☆

⑤

35

2700
HDG 165°
TUL R-079

INOLA
△
TUL [17.9]

ZONEE
TUL [21]

Remain
within 10 NM

HEBAN
TUL [16.2]

2700

240°

2700

4.8 NM

CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	1620-1¼	887 (900-1¼)	1620-2¾ 887 (900-2¾)	NA	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

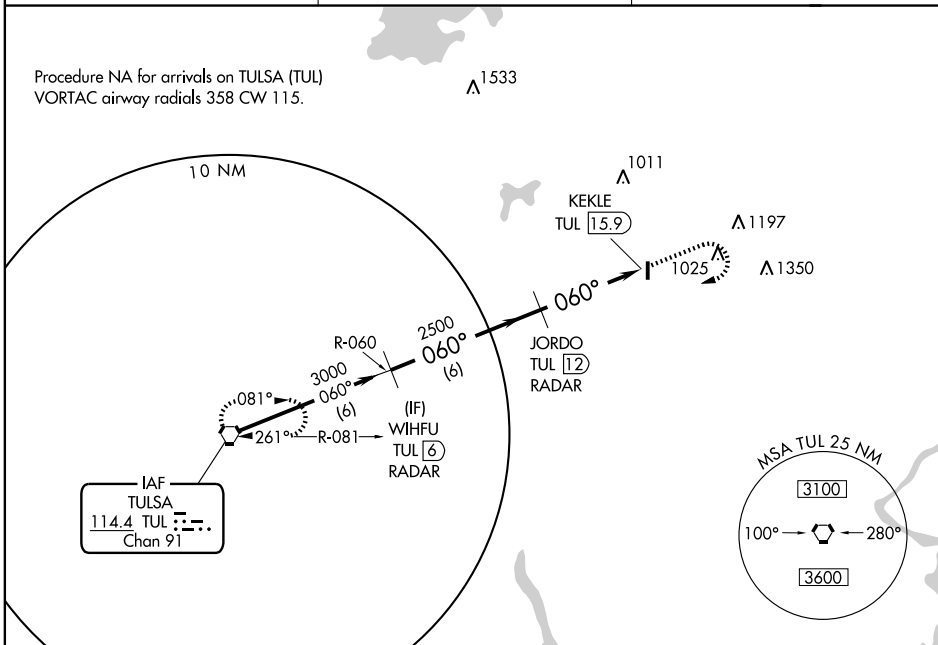
VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy Idg N/A TDZE N/A Apt Elev 733
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T If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

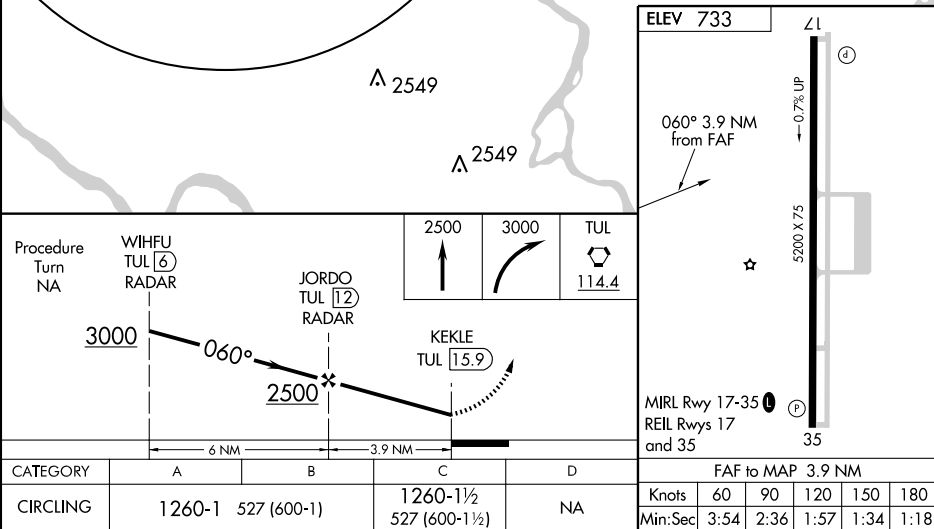
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3 119.925	TULSA APP CON 119.1 351.8	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals on TULSA (TUL)
VORTAC airway radials 358 CW 115.



SC-1.23 SEP 2010 to 21 OCT 2010



CLINTON

CLINTON RGNL (CLK) 3 NE UTC-6(-5DT) N35°32.30' W98°55.97'

DALLAS-FT. WORTH

1616 B FUEL 100LL NOTAM FILE CLK

L-15C

RWY 17-35: H4306X75 (ASPH) S-7 MIRL 0.3% up N

IAP

RWY 17: Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 24'.

RWY 13-31: 1348X245 (TURF)

AIRPORT REMARKS: Attended 1400-2300Z. Rwy 13-31 rough. MIRL Rwy 17-35 and taxiway lgts preset med ints, to increase ints and ACTIVATE VASI Rwy 35—CTAF. Rwy 13-31 boundaries marked by orange barrels.

WEATHER DATA SOURCES: AWOS-3 119.225 (580) 323-8477.

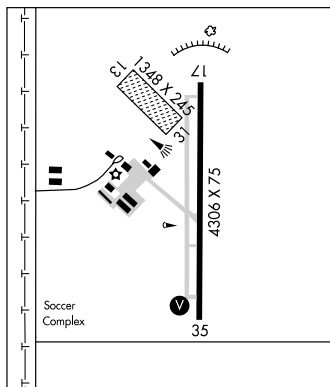
COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22'

W99°12.37' 029° 22.5 NM to fld. 1780/8E.



CLINTON-SHERMAN (CSM) 15 SW UTC-6(-5DT) N35°20.39' W99°12.03'

DALLAS-FT. WORTH

1922 B FUEL 100LL, JET A TPA-2699(777) NOTAM FILE CSM

H-6H, L-15C

RWY 17R-35L: H13503X150 (CONC) S-50, D-200, 2S-175, 2D-390 HIRL (NSTD)

IAP, AD

RWY 17R: Rgt tfc. RWY 35L: VASI(V4L)—GA 3.0° TCH 52'.

RWY 17L-35R: H5193X75 (CONC) S-50, D-200, 2S-175, 2D-390

RWY 17L: Antenna.

RWY 35R: Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1500-0600Z, except holidays. For arpt attendant after hours call 580-562-4713. Rwy 17L-35R is laid out on parallel twy to Rwy 17R-35L. Rwy 17L-35R VFR daltg use only. Military jet training, heavy jets surface to 5000' within 25 NM radius. Extensive student pilot training from surface to 5000' within 10 NM radius between 1500-1800Z. Military jet ngt vision training, ctc twr 10 minutes prior to ldg after SS to adjust fld lighting. VFR acft advised to ctc twr 15 NM out for sequencing. Rwy 17R-35L NSTD HIRL. Rwy lgts located 75' off each side of rwy. Rotating bcn OTS indef. ACTIVATE HIRL Rwy 17R-35L, taxiway lgts and windsock—119.6.

WEATHER DATA SOURCES: ASOS 135.225 (580) 562-4811. LAWRS.

COMMUNICATIONS: CTAF 119.6 UNICOM 122.95

FORT WORTH CENTER APP/DEP CON 128.4.

TOWER 119.6 (Mon-Fri 1500-0600Z except Federal holidays.)

GND CON 121.7

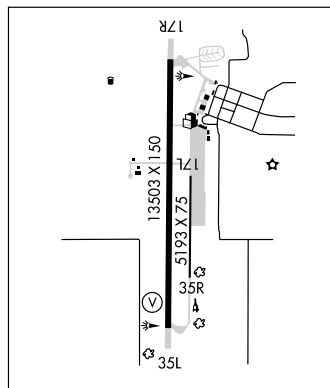
AIRSPACE: CLASS D svc (Mon-Fri 1500-0600Z except Federal holidays.) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22' W99°12.37' 355° 6.2 NM to fld. 1780/8E.

FOSSI NDB (MHW/LOM) 393 BZ N35°27.04' W99°12.09' 172° 6.6 NM to fld. Unmonitored when twr clsd.

ILS 109.5 I-BZF Rwy 17R. LOM FOSSI NDB. Unmonitored when twr clsd.



COALGATE

CITY OF COALGATE (Ø8F) 1 W UTC-6(-5DT) N34°31.91' W96°13.98'

DALLAS-FT. WORTH

615 NOTAM FILE MLC

RWY 17-35: 2584X80 (TURF)

RWY 17: Thld dsplcd 250'. Road.

RWY 35: Thld dsplcd 275'. Fence.

AIRPORT REMARKS: Unattended. Rwy 17 thld dsplcd daltg ops only. Rwy 35 thld dsplcd daltg ops only. Rwy 17-35 thlds marked by flush mounted conc slabs painted white. Two 185' water towers 1320' from Rwy 17 end and 350' left of centerline.

COMMUNICATIONS: CTAF 122.9

APP CRS 172°	Rwy Idg 4306
	TDZE 1604
	Apt Elev 1615

RNAV (GPS) RWY 17

CLINTON RGNL (CLK)

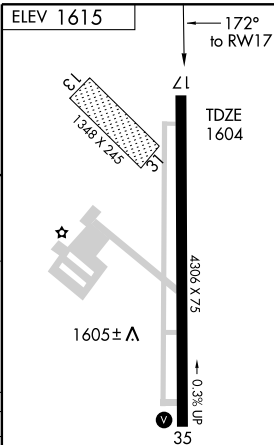
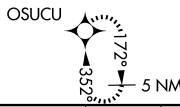
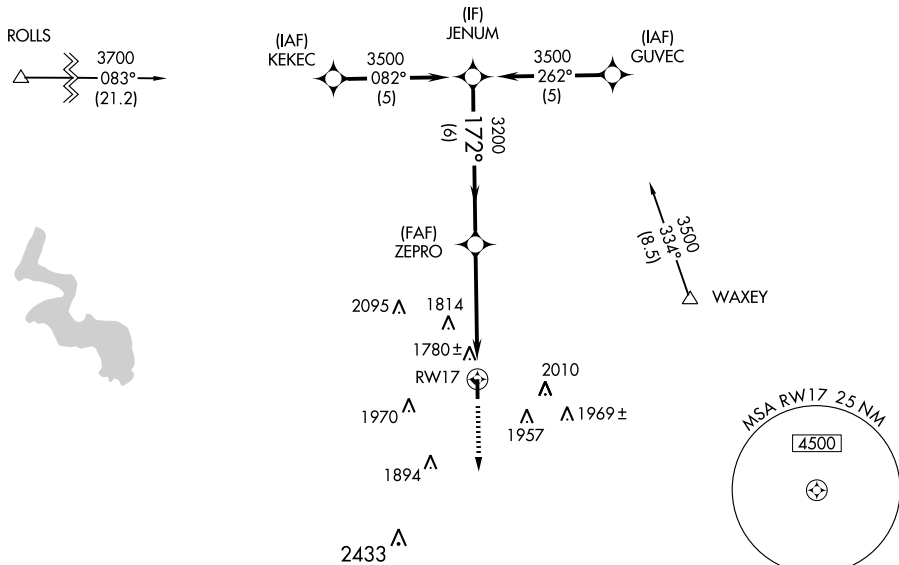
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet.
▲ VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climb to 3700
direct OSUCU and hold.

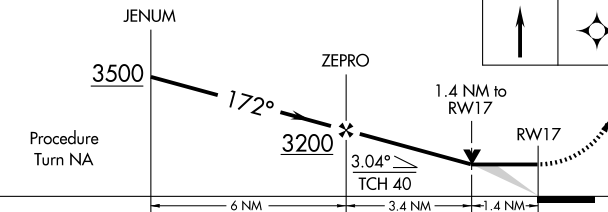
AWOS-3
119.225

FORT WORTH CENTER
128.4 269.375

UNICOM
122.8 (CTAF) 0



MIRL Rwy 17-35 0



CATEGORY	A	B	C	D
RNAV MDA	2080-1	476 (500-1)	2080-1¼ 476 (500-1¼)	NA
CIRCLING	2140-1	525 (600-1)	2240-1¾ 625 (700-1¾)	NA

APP CRS
352°

Rwy Idg	4306
TDZE	1615
Apt Elev	1615

RNAV (GPS) RWY 35
CLINTON RGNL (CLK)

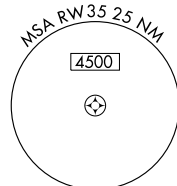
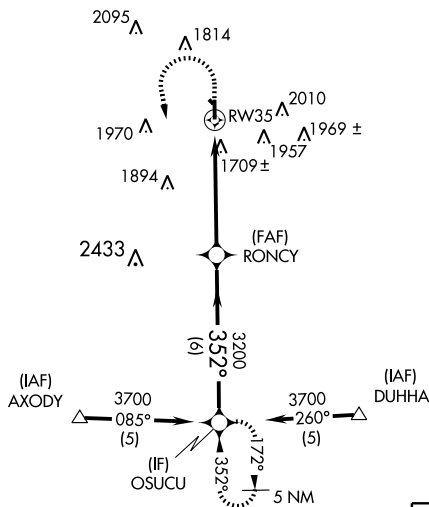
CLINTON RGNL (CLK)

T DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart
A altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart
altimeter setting.

MISSED APPROACH: Climbing left turn to 3700 direct OSUCU and hold.

AWOS-3
119.225

FORT WORTH CENTER
128.4 269.375

UNICOM
122.8 (CTAF) **L**

VGS1 and descent angles not coincident.

OSUCU

3700

Procedure
Turn
NA

 $1605 \pm \Delta$

4306 X 75

TDZE	1615
------	------

← 352° to
RW35

MIRL Rwy 17-35 

CATEGORY	A	B	C	D
LNAV MDA	2020-1 405 (500-1)		2020-1¼ 405 (500-1¼)	NA
CIRCLING	2140-1 525 (600-1)		2240-1¾ 625 (700-1¾)	NA

CLINTON, OKLAHOMA

Amdt 2 09127

35° 32' N-98° 56' W

CLINTON RGNL (CLK)

RNAV (GPS) RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VORTAC BFV 110.0 Chan 37	APP CRS 029°	Rwy Idg TDZE Apt Elev 1615	N/A N/A 1615
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VOR/DME-A
CLINTON RGNL (CLK)

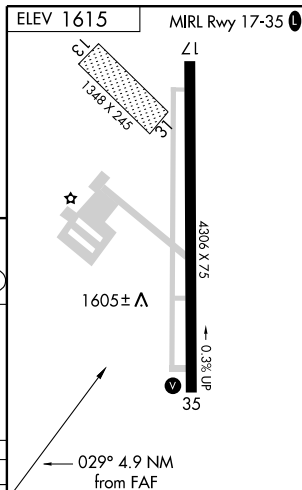
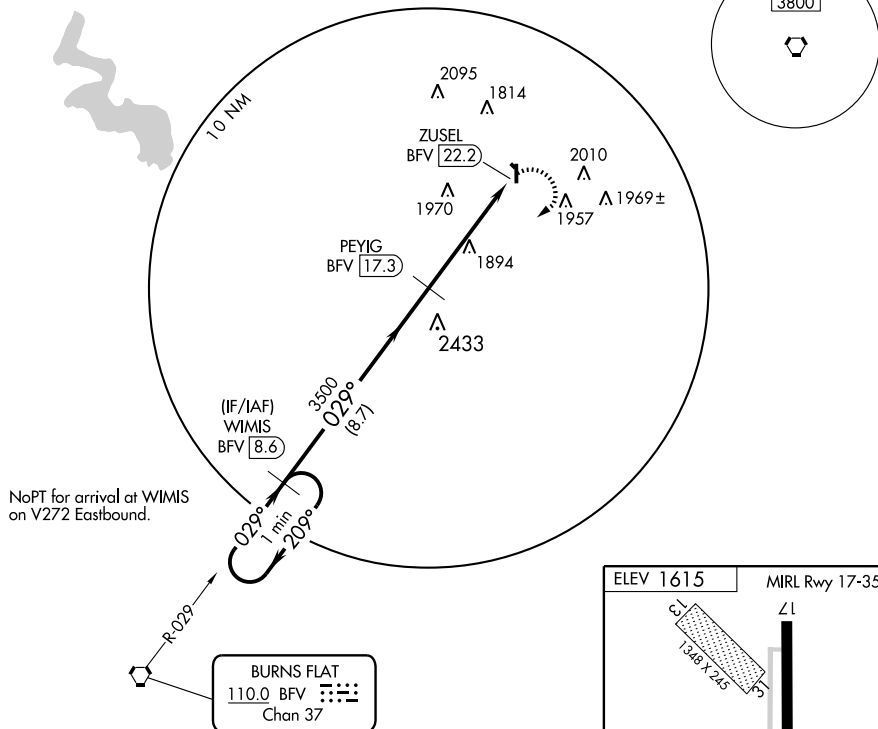
▼ If local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

AWOS-3
119.225

FORT WORTH CENTER
128.4 269.375

UNICOM
122.8 (CTAF) 0



One Minute
Holding Pattern

WIMIS
BFV 8.6

3900

Hdg 250°
and
BFV R-029

WIMIS
BFV 8.6

3900
209°
029°

WIMIS
BFV 8.6

PEYIG
BFV 17.3

3500

ZUSEL
BFV 22.2

8.7 NM

4.9 NM

CATEGORY	A	B	C	D
CIRCLING	2280-1 665 (700-1)	2280-1¼ 665 (700-1¼)	2280-1¾ 665 (700-1¾)	NA

AIRPORT DIAGRAM

AL-778 (FAA)

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA

ASOS
135.225
CLINTON-SHERMAN TOWER ★
119.6 256.9
GND CON
121.7 239.0

99°13'W



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

99°12'W

99°11'W

FIELD
ELEV
1922

1010 X 150

174.5°

35°21'N

2072



CONTROL TOWER
ADMINISTRATION

FIRE
STATION

ELEV
1910

121
ELEV
1906

174.5°

ELEV
1905

13503 X 150

5193 X 75

35°20'N

RWY 17L-35R

S-50, D-200, 2S-175, 2D-390

RWY 17R-35L

S-50, D-200, 2S-175, 2D-390

354.5°

ELEV
1907

35R

354.5°

ELEV
1912

1005 X 150

35L

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

SC-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CLINTON, OKLAHOMA
CLINTON-SHERMAN (CSM)

CLINTON

CLINTON RGNL (CLK) 3 NE UTC-6(-5DT) N35°32.30' W98°55.97'

DALLAS-FT. WORTH

1616 B FUEL 100LL NOTAM FILE CLK

L-15C

RWY 17-35: H4306X75 (ASPH) S-7 MIRL 0.3% up N

IAP

RWY 17: Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 24'.

RWY 13-31: 1348X245 (TURF)

AIRPORT REMARKS: Attended 1400-2300Z. Rwy 13-31 rough. MIRL
Rwy 17-35 and taxiway lgts preset med ints, to increase ints and
ACTIVATE VASI Rwy 35—CTAF. Rwy 13-31 boundaries marked by
orange barrels.

WEATHER DATA SOURCES: AWOS-3 119.225 (580) 323-8477.

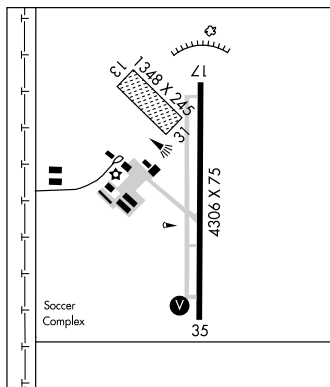
COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22'

W99°12.37' 029° 22.5 NM to fld. 1780/8E.



CLINTON-SHERMAN (CSM) 15 SW UTC-6(-5DT) N35°20.39' W99°12.03'

DALLAS-FT. WORTH

1922 B FUEL 100LL, JET A TPA-2699(777) NOTAM FILE CSM

H-6H, L-15C

RWY 17R-35L: H13503X150 (CONC) S-50, D-200, 2S-175, 2D-390 HIRL (NSTD)

IAP, AD

RWY 17R: Rgt tfc. RWY 35L: VASI(V4L)—GA 3.0° TCH 52'.

RWY 17L-35R: H5193X75 (CONC) S-50, D-200, 2S-175, 2D-390

RWY 17L: Antenna. RWY 35R: Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1500-0600Z, except holidays.
For arpt attendant after hours call 580-562-4713. Rwy 17L-35R
is laid out on parallel twy to Rwy 17R-35L. Rwy 17L-35R VFR
dalgt use only. Military jet training, heavy jets surface to 5000'
within 25 NM radius. Extensive student pilot training from surface
to 5000' within 10 NM radius between 1500-1800Z. Military jet
ngt vision training, ctc twr 10 minutes prior to ldg after SS to
adjust fld lighting. VFR acft advised to ctc twr 15 NM out for
sequencing. Rwy 17R-35L NSTD HIRL. Rwy lgts located 75' off
each side of rwy. Rotating bcn OTS indef. ACTIVATE HIRL Rwy
17R-35L, taxiway lgts and windsock—119.6.

WEATHER DATA SOURCES: ASOS 135.225 (580) 562-4811. LAWRS.

COMMUNICATIONS: CTAF 119.6 UNICOM 122.95

FORT WORTH CENTER APP/DEP CON 128.4.

TOWER 119.6 (Mon-Fri 1500-0600Z except Federal holidays.)

GND CON 121.7

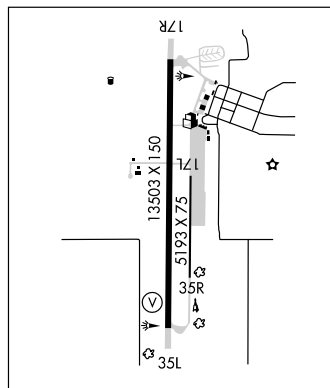
AIRSPACE: CLASS D svc (Mon-Fri 1500-0600Z except Federal holidays.) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22' W99°12.37' 355° 6.2 NM to fld. 1780/8E.

FOSSI NDB (MHW/LOM) 393 BZ N35°27.04' W99°12.09' 172° 6.6 NM to fld. Unmonitored when twr clsd.

ILS 109.5 I-BZF Rwy 17R. LOM FOSSI NDB. Unmonitored when twr clsd.



COALGATE

CITY OF COALGATE (Ø8F) 1 W UTC-6(-5DT) N34°31.91' W96°13.98'

DALLAS-FT. WORTH

615 NOTAM FILE MLC

RWY 17-35: 2584X80 (TURF)

RWY 17: Thld dsplcd 250'. Road. RWY 35: Thld dsplcd 275'. Fence.

AIRPORT REMARKS: Unattended. Rwy 17 thld dsplcd dalgt ops only. Rwy 35 thld dsplcd dalgt ops only. Rwy 17-35
thlds marked by flush mounted conc slabs painted white. Two 185' water towers 1320' from Rwy 17 end and
350' left of centerline.

COMMUNICATIONS: CTAF 122.9

CLINTON, OKLAHOMA

HI-VOR/DME or TACAN RWY 17R

VORTAC BFV 110.0 Chan 37	APCH CRS 174°	Rwy ldg 13,503 TDZE 1922 Arpt Elev 1922
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JAL-778 [USAF]

CLINTON-SHERMAN (KCSM)



Circling E of Rwy 17R-35L not authorized.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 via heading 220° and SYO VORTAC R-125 to SASHE and hold.

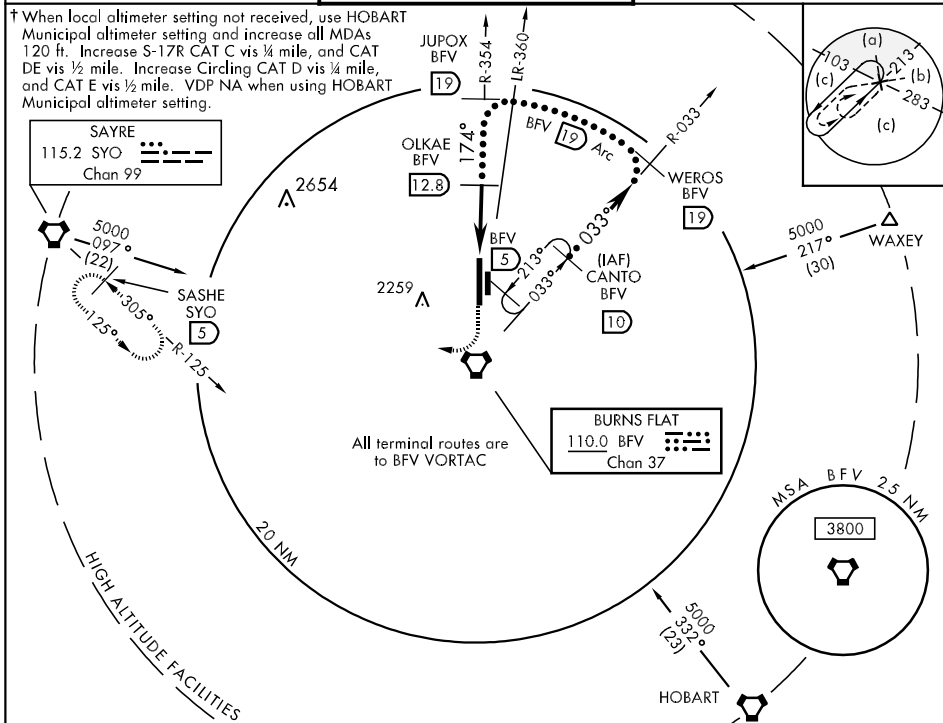
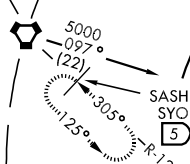
FORT WORTH CENTER
128.4 269.375

CLINTON-SHERMAN TOWER ★
119.6 256.9

GND CON
121.7 239.0

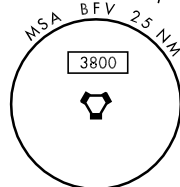
† When local altimeter setting not received, use HOBART Municipal altimeter setting and increase all MDAs 120 ft. Increase S-17R CAT C vis ¼ mile, and CAT DE vis ½ mile. Increase Circling CAT D vis ¼ mile, and CAT E vis ½ mile. VDP NA when using HOBART Municipal altimeter setting.

SAYRE
115.2 SYO
Chan 99

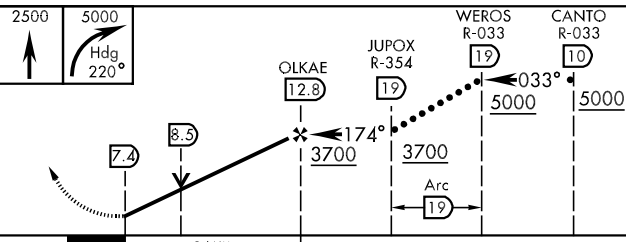
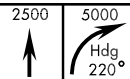


All terminal routes are to BFV VORTAC

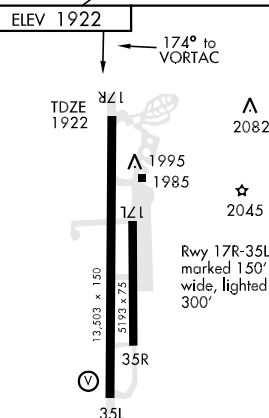
BURNS FLAT
110.0 BFV
Chan 37



EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-17R †	2340-1½ 418 (500-1½)	418 (500-1½)	2340-1½ 418 (500-1½)
CIRCLING †	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2 ½ 698 (700-2½)



HIRL Rwy 17R-35L

CLINTON, OKLAHOMA

35°20'N-99°12'W

CLINTON-SHERMAN (KCSM)

Amdt 2 09295

HI-VOR/DME or TACAN RWY 17R

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

LOC I-BZF 109.5	APP CRS 172°	Rwy Idg TDZE Apt Elev 13503 1922
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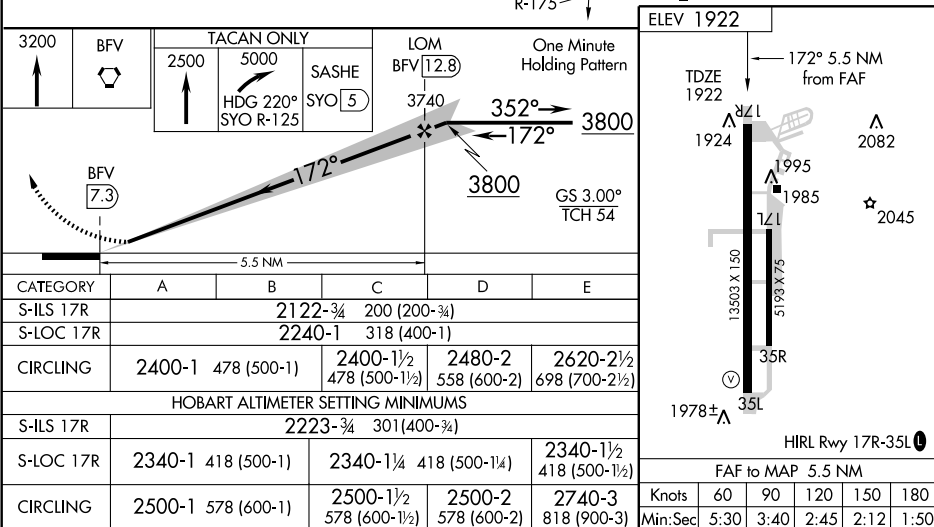
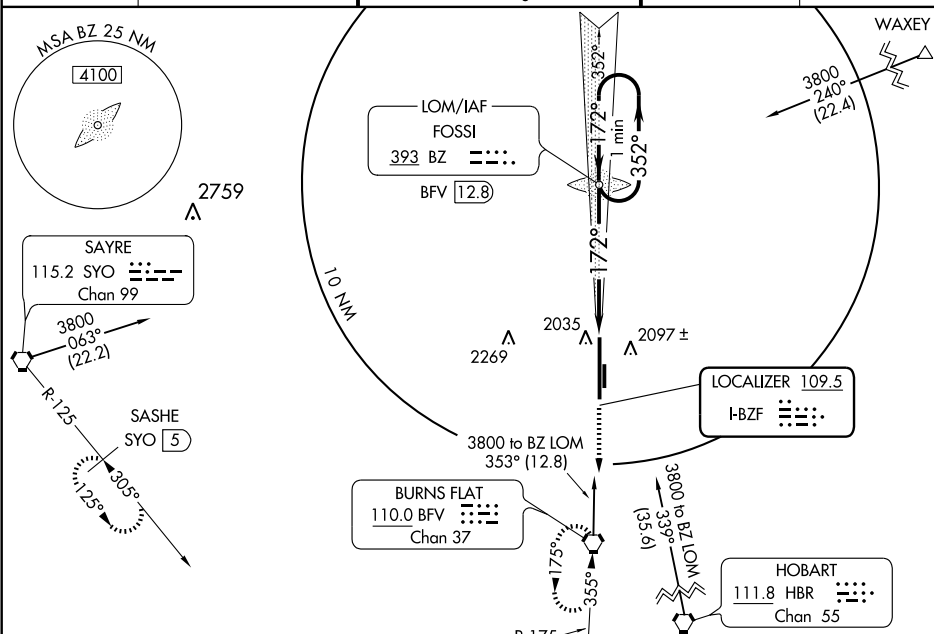
ILS or LOC RWY 17R

CLINTON-SHERMAN (CSM)

▼ When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

ASOS 135.225	FORT WORTH CENTER 128.4 269.375	CLINTON-SHERMAN TOWER ★ 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95
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WAAS CH 86717 W17A	APP CRS 172°	Rwy Idg 13503 TDZE 1922 Apt Elev 1922
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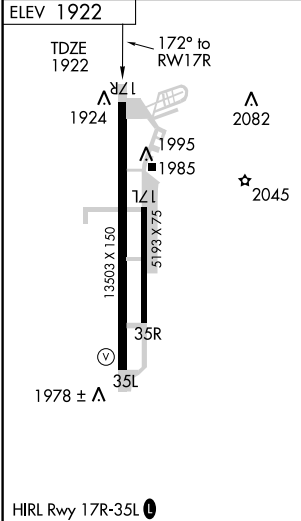
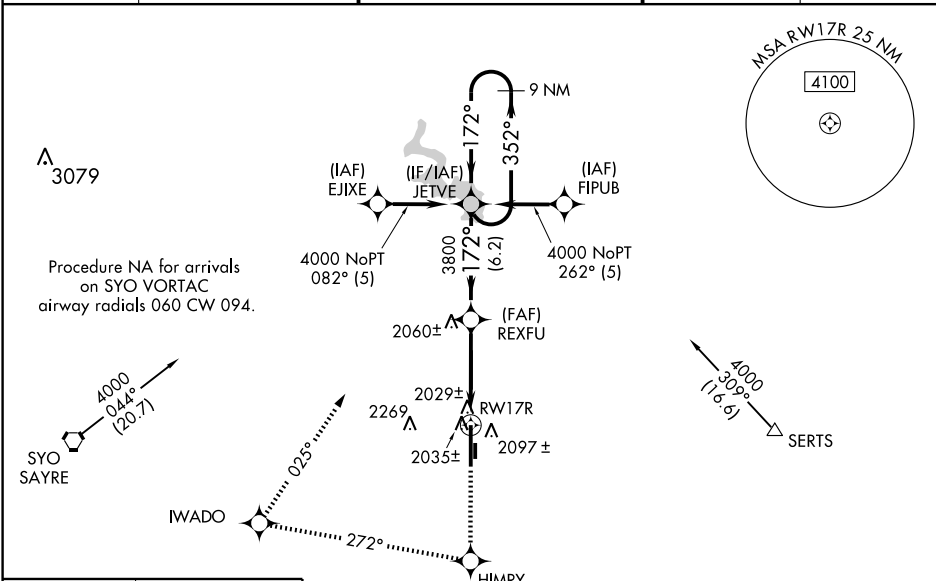
RNAV (GPS) RWY 17R

CLINTON-SHERMAN (CSM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Circling NA east of Rwy 17R and 35L. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all DA 102 feet and MDA 120 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Increase LNAV Cat D and E and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct HIMRY and right turn on track 272° to IWADO and right turn on track 025° to JETVE and hold.

ASOS 135.225	FORT WORTH CENTER 128.4 269.375	CLINTON-SHERMAN TOWER ★ 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95
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4000	HIMRY	IWADO	JETVE	JETVE		9 NM Holding Pattern	
↑	✧	trk 272°	trk 025°	✧			
*LNAV only			REXFU 3800	352° →		4000	
RW17R		*1.1 NM to RW17R	172°	← 172°			
			3800			GS 3.00° TCH 54	
1.1 NM		4.5 NM	6.2 NM				
CATEGORY	A	B	C	D	E		
LPV DA	2122-¾ 200 (200-¾)						
LNAV/VNAV DA	2328-1½ 406 (500-1½)						
LNAV MDA	2340-1	418 (500-1)	2340-1¼	418 (500-1¼)	2340-1½ 418 (500-1½)		
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)		

WAAS CH 40217 W35A	APP CRS 352°	Rwy Idg 13503 TDZE 1913 Apt Elev 1922
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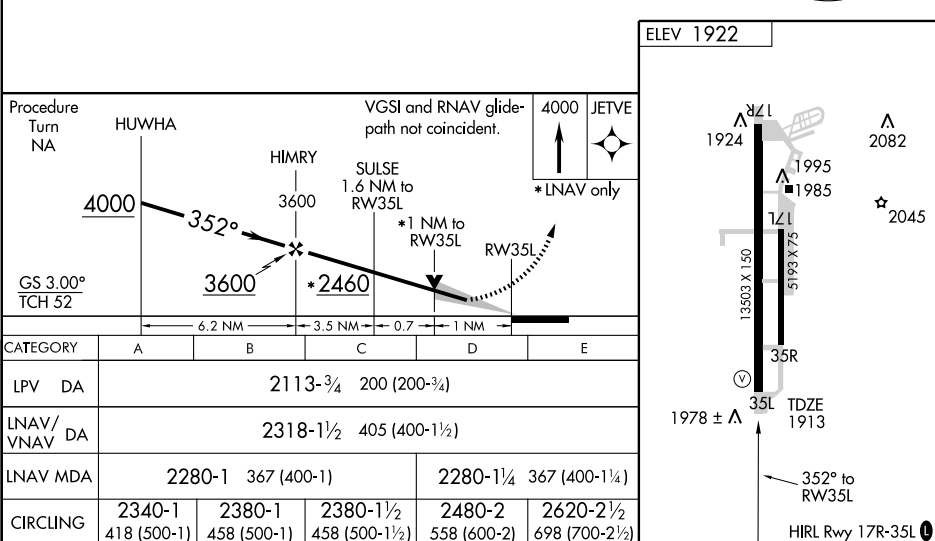
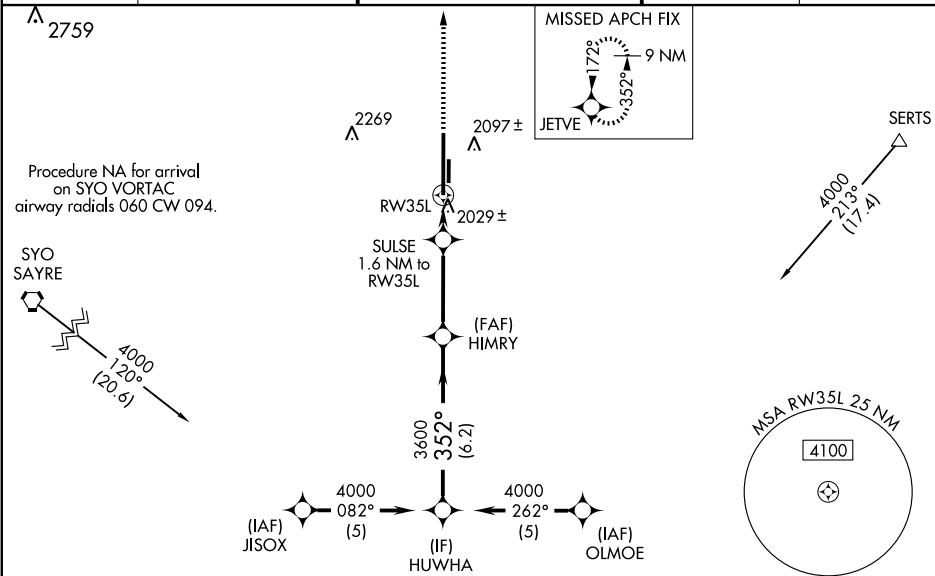
RNAV (GPS) RWY 35L

CLINTON-SHERMAN (CSM)

⚠ Circling NA east of Rwy 35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Hobart Rgnl altimeter setting and increase all DA 102 feet and all MDA 120 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cat D visibility ¼ mile. Increase LNAV and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

MISSED APPROACH:
Climb to 4000 direct JETVE and hold.

ASOS 135.225	FORT WORTH CENTER 128.4 269.375	CLINTON-SHERMAN TOWER ★ 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95
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CLINTON, OKLAHOMA
Orig 08APR10

35° 20' N-99° 12' W

CLINTON-SHERMAN (CSM)

RNAV (GPS) RWY 35L

VORTAC BFV
110.0
Chan 37

APP CRS
355°

Rwy Idg
TDZE
Apt Elev

13503
1913
1922

VOR RWY 35L
CLINTON-SHERMAN (CSM)



Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

ASOS
135.225

FORT WORTH CENTER
128.4 269.375

CLINTON-SHERMAN TOWER ★
119.6 (CTAF) 0 256.9

GND CON
121.7 239.0

UNICOM
122.95

MISSED APCH FIX

FOSSI
BZ = ...
393



ADF REQUIRED

WAXEY

2759

SAYRE

115.2 SYO
Chan 99

2269

2097±

2083±

2070±

IAF
BURNS FLAT
110.0 BFV
Chan 37

MSA BFV 25 NM

3800

ELEV 1922

1924

2082

1995

1985

2045

121

13603 X 150

5193 X 75

35R

35L

TDZE 1913

1978 ±

35L

355° 5.2 NM from FAF

HIRL Rwy 17R-35L 0

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

One Minute
Holding Pattern

VORTAC

3500

175°

355°

355°

355°

2.82°

TCH 52

5.2 NM

BFV 5.2

3800

BZ

393

COOKSON

TENKILLER LAKE AIRPARK (44M) 1 SW UTC-6(-5DT) N35°42.30' W94°56.16'

MEMPHIS

877 B FUEL 100LL NOTAM FILE MLC

RWY 05-23: 2600X75 (TURF) LIRL

RWY 05: VASI(V2L)—GA 3.0°TCH 31'.

RWY 23: VASI(V2L)—GA 3.5°TCH 33'. Trees.

AIRPORT REMARKS: Attended continuously. For fuel call 918-457-5444/4033. Deer on and invof rwy. Rwy 05-23

CLOSED to acft over 6,000 lbs. VASI Rwy 05 OTS indef. VASI Rwy 23 OTS indef. Rotating bcn OTS indef. LIRL

OTS indef. ACTIVATE LIRL Rwy 05-23—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 122.8

CORDELL MUNI (F36) 1 E UTC-6(-5DT) N35°17.85' W98°58.05'

DALLAS-FT. WORTH

1589 B NOTAM FILE MLC

L-15C

RWY 17-35: H3650X60 (ASPH) S-12.6 MIRL

RWY 17: PVASI(P5IL). RWY 35: Road.

RWY 04-22: 2000X100 (TURF)

RWY 04: P-line. RWY 22: Ground.

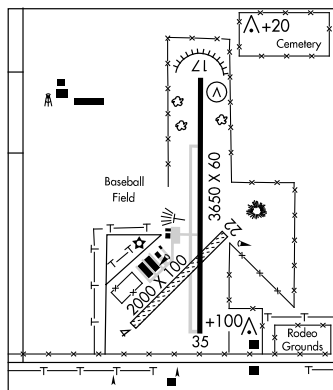
AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z. For attendant after hrs call 580-832-3046. Ultralights on and invof arpt. PVASI Rwy 17 OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22'

W99°12.37' 065° 12.3 NM to fld. 1780/8E.



CRAZY HORSE MUNI (See DAVIS)

CUSHING MUNI (CUH) 2 S UTC-6(-5DT) N35°57.00' W96°46.38'

DALLAS-FT. WORTH

916 B FUEL 100LL, JET A NOTAM FILE CUH

H-6H, L-15E

RWY 18-36: H5201X100 (CONC-GRVD) S-30 PCN 4 R/B/X/T MIRL 0.7% up N

RWY 18: PAPI(P4L). Trees. RWY 36: PAPI(P4L). Trees.

RWY 08-26: 2700X55 (TURF)

RWY 08: Trees.

RWY 02-20: 2860X80 (TURF)

RWY 02: Trees. RWY 20: Pole.

RWY 11-29: 2500X75 (TURF)

RWY 11: Trees. RWY 29: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-5201 TODA-5201 ASDA-4986 LDA-4986

RWY 36: TORA-5201 TODA-5201 ASDA-4986 LDA-4986

AIRPORT REMARKS: Attended 1400-2300Z. Arpt unattended Christmas, New Years and Thanksgiving. Fuel avbl 24 hr with automated credit card system. Parachute Jumping. Rwy 02-20, Rwy 08-26 and Rwy 11-29 soft when wet. Rwy 02-20, Rwy 08-26 and Rwy 11-29 CLOSED to acft over 5,000 lbs. MIRL Rwy 18-36 preset medium ints, to increase ints ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.25.

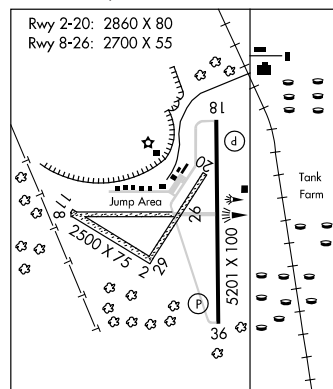
COMMUNICATIONS: CTAF/UNICOM 122.8

® KANSAS CITY CENTER APP/DEP CON 128.3

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 245° 50.1 NM to fld. 770/8E.

NDB (MHW) 242 CUH N35°53.40' W96°46.52' 357° 3.6 NM to fld. NOTAM FILE CUH. Unmonitored.



DAVID JAY PERRY (See GOLDSBY)

NDB CUH 242	APP CRS 360°	Rwy Idg TDZE Apt Elev	4986 903 916
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NDB RWY 36

CUSHING MUNI (CUH)

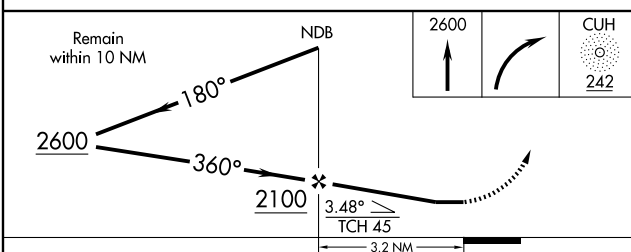
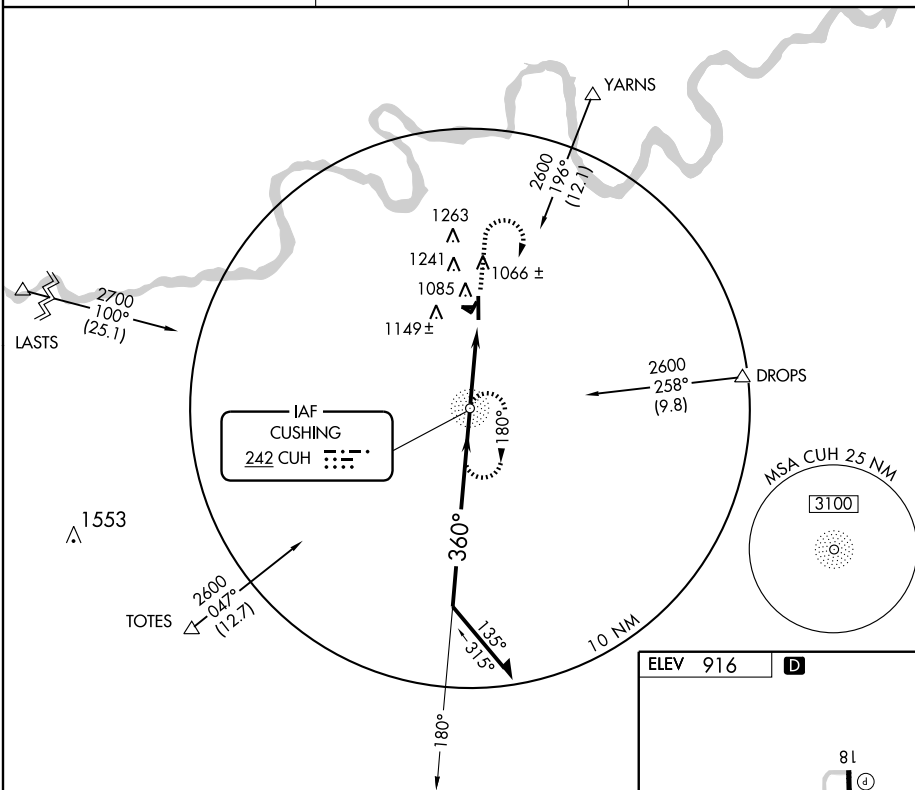
▼ If local altimeter setting not received, use Chandler
▲ Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600, then right turn direct CUH NDB and hold.

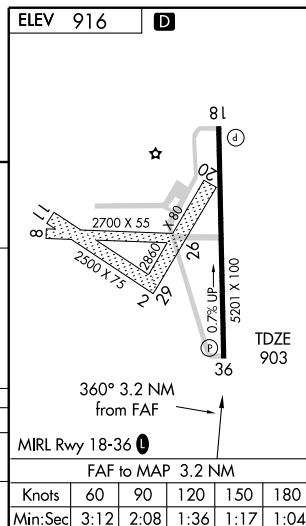
AWOS-3
118.25

KANSAS CITY CENTER
128.3 291.7

UNICOM
122.8 (CTAF) 0



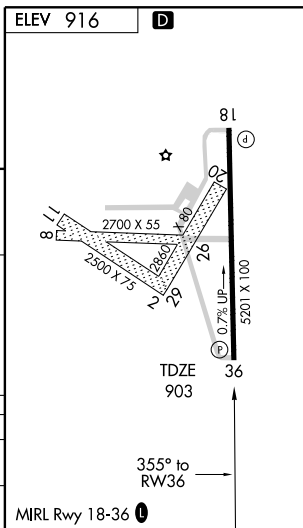
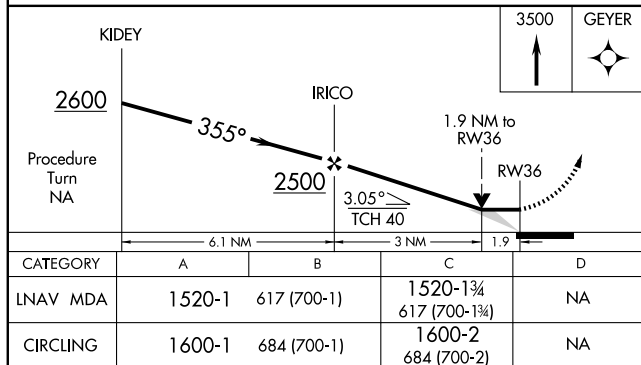
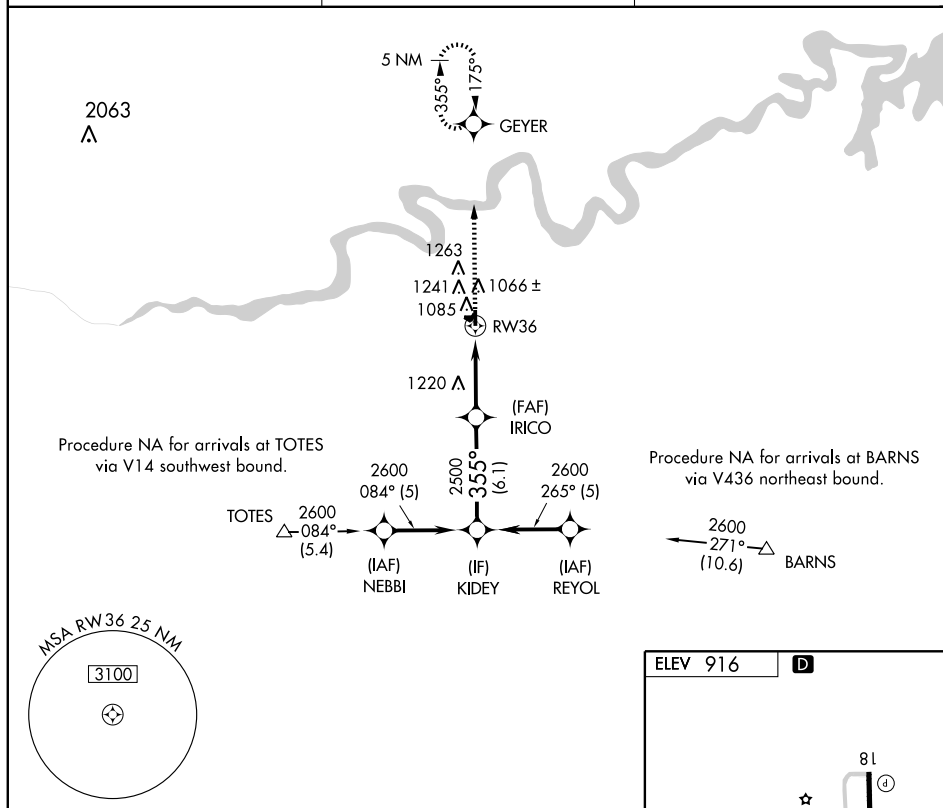
CATEGORY	A	B	C	D
S-36	1460-1	557 (600-1)	1460-1½ 557 (600-1½)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA



APP CRS
355°Rwy Idg **4986**
TDZE **903**
Apt Elev **916****RNAV (GPS) RWY 36**
CUSHING MUNI (CUH)

▼ If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
▲ VDP NA with Chandler Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct GEYER and hold.

AWOS-3
118.25KANSAS CITY CENTER
128.3 291.7UNICOM
122.8 (CTAF)

DAVIS

CRAZY HORSE MUNI (97F) 3 NE UTC-6(-5DT) N34°32.79' W97°06.50'

DALLAS-FT. WORTH

940 NOTAM FILE MLC

RWY 17-35: H2600X34 (ASPH)

RWY 17: Road. **RWY 35:** Road.

AIRPORT REMARKS: Unattended. Rwy 17-35 has moderate to severe cracking and severe grass encroachment.

COMMUNICATIONS: CTAF 122.9

DAVIS FLD (See MUSKOGEE)

DECKER FLD (See MENO)

DEWIE N36°50.37' W96°00.84' NOTAM FILE BVO.

KANSAS CITY

NDB (LOM) 201 BV 171° 4.6 NM to Bartlesville Muni.

DOBIE'S (See INOLA)

DUNCAN

HALLIBURTON FLD (DUC) 2 S UTC-6(-5DT) N34°28.28' W97°57.59'

DALLAS-FT. WORTH

1114 B S4 **FUEL** 100LL, JET A NOTAM FILE DUC

H-6H, L-17C

RWY 17-35: H6326X100 (CONC) S-44, D-56, 2D/2D2-101 MIRL 0.4% up N

IAP

RWY 17: REIL VASI(V4L)—GA 3.0° TCH 43'. Trees.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 44'.

AIRPORT REMARKS: Attended 1300-0000Z†. REIL Rwy 17 OTS indef. VASI Rwy 35 OTS indef. Rwy 17 VASI unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 and VASI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (580) 252-4547.

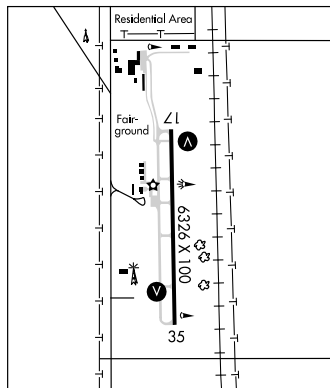
COMMUNICATIONS: CTAF/UNICOM 122.8

® **FORT SILL APP/DEP CON** 118.6 **CLNC DEL** 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE DUC.

DUNCAN (L) VOR/DME 111.0 DUC Chan 47 N34°23.07' W97°55.01' 329° 5.6 NM to fld. 1090/9E.

ILS 111.5 I-DUC Rwy 35. LOC only. LOC unmonitored Mon-Fri 0500-1300Z†, Sat-Sun unmonitored.



DUNCAN N34°23.07' W97°55.01' NOTAM FILE DUC.

DALLAS-FT. WORTH

(L) **VOR/DME** 111.0 DUC Chan 47 329° 5.6 NM to Halliburton Fld. 1090/9E.

H-6H, L-17C

VOR/DME unusable:

030°-044° byd 10 NM blo 9000'

030°-044° byd 35 NM

044°-076° byd 10 NM

076°-086° byd 10 NM blo 9000'

086°-188° byd 10 NM

188°-204° byd 10 NM blo 9000'

188°-204° byd 32 NM

204°-316° byd 10 NM

316°-336° byd 10 NM blo 7600'

316°-336° byd 25 NM

336°-030° byd 10 NM

LOC I-DUC 111.5	APP CRS 352°	Rwy Idg TDZE Apt Elev	6326 1094 1114
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LOC RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D ¼ mile and Circling Cat D ½ mile.

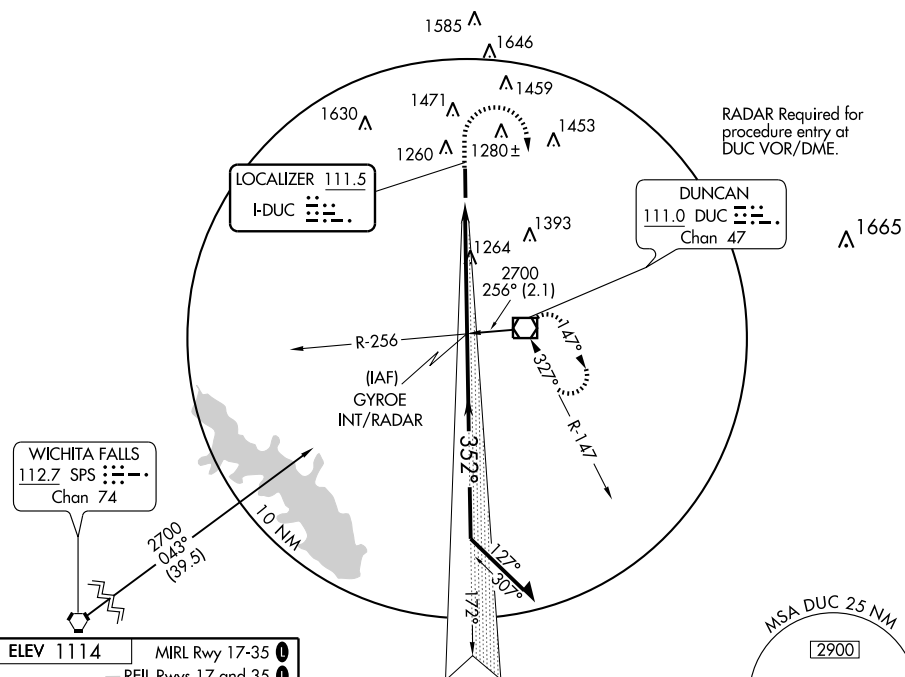
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3
119.075

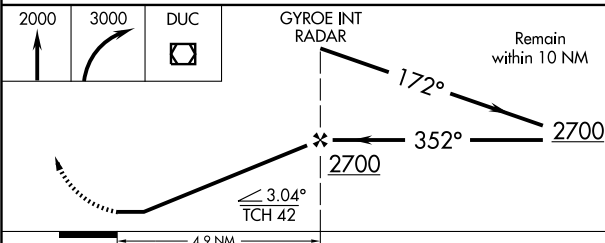
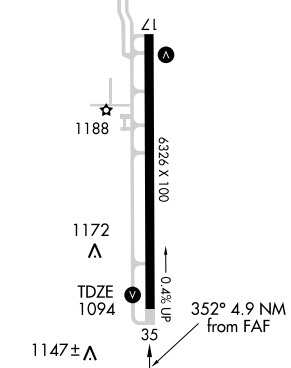
FORT SILL APP CON
118.6 290.375

CLNC DEL
118.4

UNICOM
122.8 (CTAF) **1**



ELEV 1114 MRL Rwy 17-35
REIL Rwy 17 and 35



CATEGORY	A	B	C	D
S-35	1520-1 426 (500-1)		1520-1½ 426 (500-1½)	
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2½ 726 (800-2½)

DUNCAN, OKLAHOMA

Amdt 5 23SEP10

DUNCAN/ HALLIBURTON FIELD (DUC)

34°28'N - 97°58'W

LOC RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 93619 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	6326 1114 1114
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RNAV (GPS) RWY 17

DUNCAN/ HALLIBURTON FIELD (DUC)

Baro-VNAV NA when using Henry Post AAF, (Fort Sill) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF, (Fort Sill) altimeter setting and increase all DA 67 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B and D visibility ¼ mile and Cat C visibility ½ mile. VDP NA with Henry Post AAF, (Fort Sill) altimeter setting.

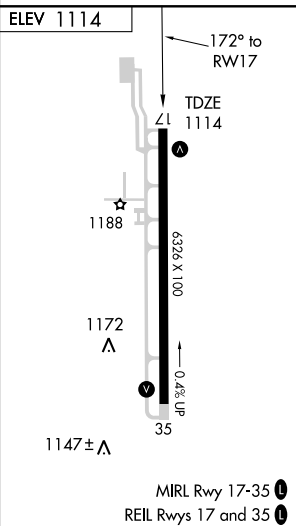
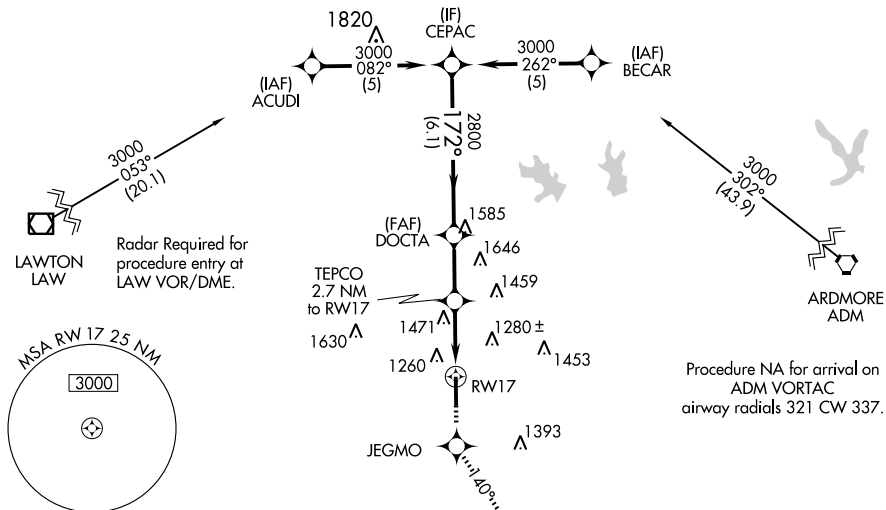
MISSED APPROACH:
Climb to 3000 direct JEGMO and on track 140° to DUC VOR/DME and hold.

AWOS-3
119.075

FORT SILL APP CON
118.6 290.375

CLNC DEL
118.4

UNICOM
122.8 (CTAF) 0



3000	JEGMO	tr 140°	DUC	Procedure Turn NA
* LNAV only	TEPCO 2.7 NM to RW17	* 1.9 NM to RW17	DOCTA 2800	CEPAC 3000
RW17	2020 *	2800	172°	GS 3.00° TCH 53
1.9	0.8	2.4 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	1390-1	276 (300-1)		
LNAV/VNAV DA	1903-2 ¾	789 (800-2 ¾)		
LNAV MDA	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1780-2 666 (700-2)
CIRCLING	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1840-2 ¼ 726 (800-2 ¼)

APP CRS 352°	Rwy Idg TDZE Apt Elev	6326 1094 1114
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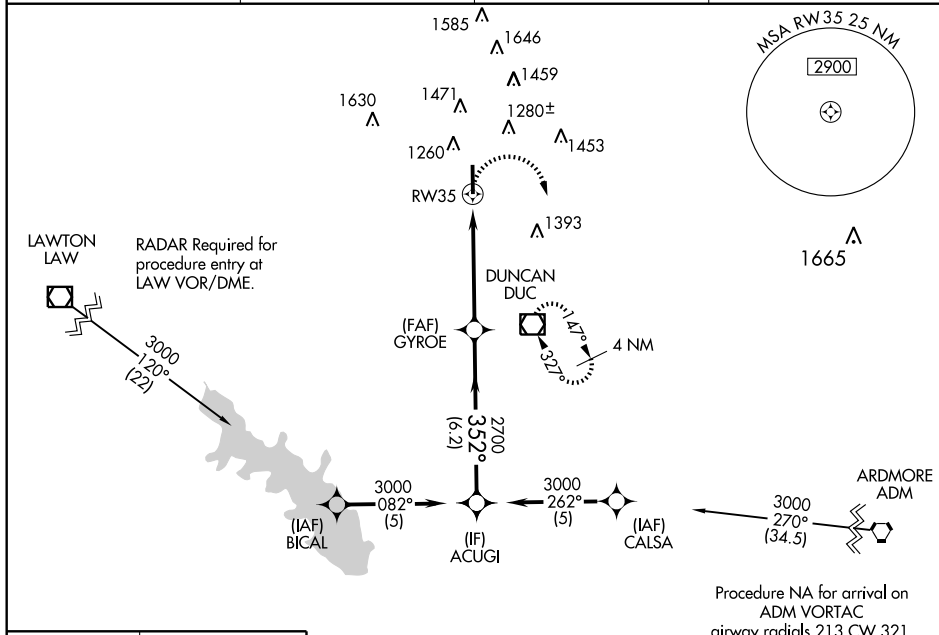
RNAV (GPS) RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

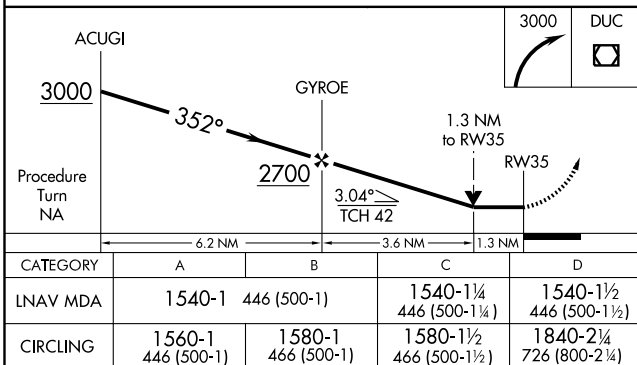
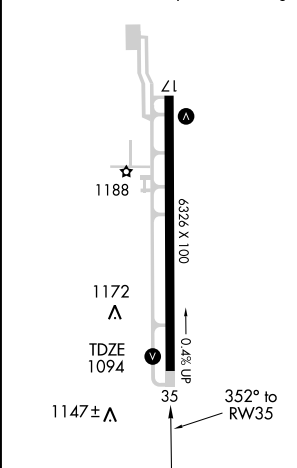
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and LNAV Cat C/D visibility ¼ mile, and Circling Cat D visibility ¼ mile. VDP NA with Henry Post AAF (Fort Sill) altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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ELEV 1114	MIRL Rwy 17-35
	REIL Rws 17 and 35



VOR/DME DUC 111.0 Chan 47	APP CRS 327°	Rwy Idg TDZE Apt Elev 1114	6326 1094 1114
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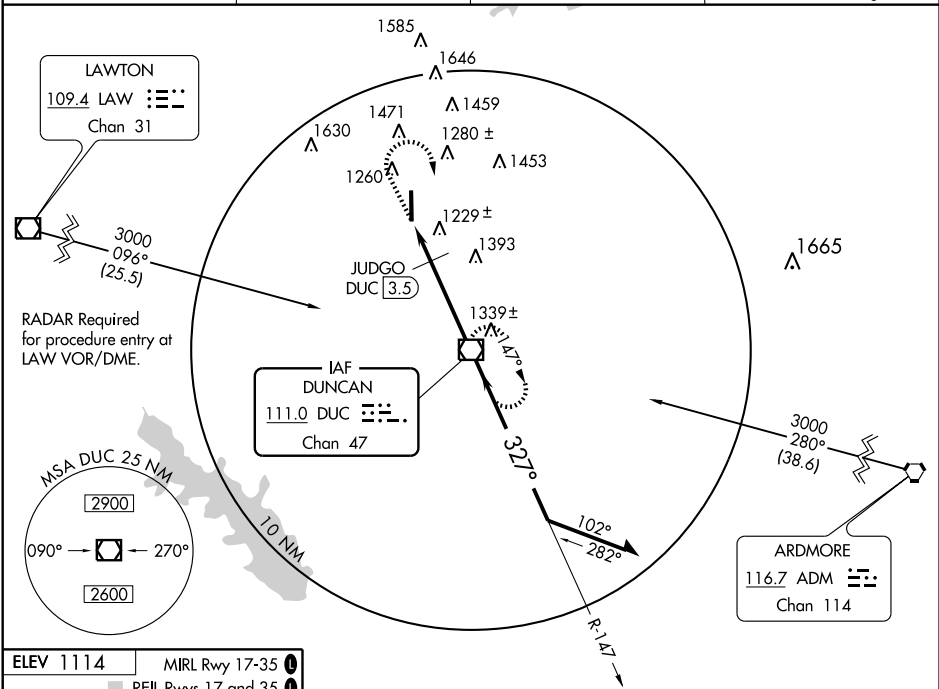
VOR RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

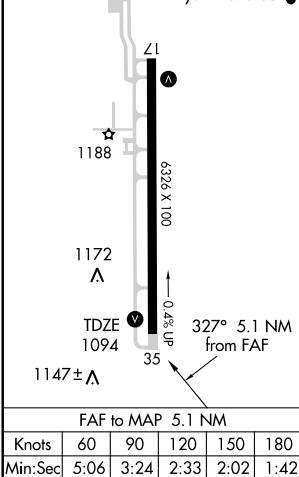
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D and Circling Cat D ½ mile, JUDGO Fix minimums: increase S-35 Cat C/D and Circling Cat D ½ mile.




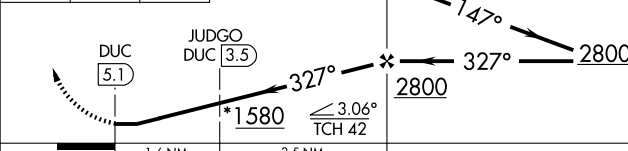
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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ELEV 1114	MIRL Rwy 17-35
	REIL Rwy 17 and 35



1700	3000	DUC	* 1600 when using Henry Post AAF (Ft. Sill) altimeter setting.		
					
					
CATEGORY	A		B	C	D
S-35	1580-1		486 (500-1)	1580-1¼ 486 (500-1¼)	1580-1½ 486 (500-1½)
CIRCLING	1580-1		466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)
JUDGO FIX MINIMUMS					
S-35	1480-1 386 (400-1)			1480-1¼ 386 (400-1¼)	
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)	

DURANT

EAKER FLD (DUA) 3 SW UTC-6(-5DT) N33°56.54' W96°23.67'

699 B S4 FUEL 100LL, JET A TPA—See remarks. NOTAM FILE DUA

RWY 17-35: H5001X100 (ASPH) S-35, D-50 MIRL (NSTD)

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun 1500-2300Z†. 100LL avbl 24 hrs with automated credit card system. For fuel after hrs call 580-230-1188. PAEW adjacent Rwy 17-35. Large flocks of birds invof arpt. 372' tower 2.5 miles north of arpt. Extensive student training invof arpt and over Lake Texoma. Rwy 17 REIL OTS indef. PAPI Rwy 35 OTS indef. Rwy 17-35 NSTD MIRL. MIRL located 37' from rwy edges. TPA for light aircraft 1701(1002) and for large aircraft 2201(1502). ACTIVATE MIRL Rwy 17-35—CTAF.

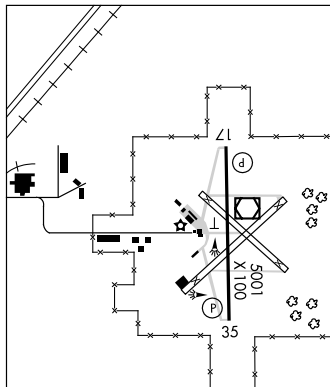
WEATHER DATA SOURCES: AWOS-3 124.175 (580) 931-3790.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) FORT WORTH CENTER APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DUA.

TEXOMA (L) VORW/DME 114.3 URH Chan 90 N33°56.65' W96°23.51' at fld. 681/5E.



DALLAS-FT. WORTH

H-6H, L-15C

IAP

EAKER FLD (See DURANT)

ELK CITY RGNL BUSINESS (ELK) 1 NE UTC-6(-5DT) N35°25.85' W99°23.66'

2013 B S4 FUEL 100LL, JET A TPA—3013(1000) NOTAM FILE MLC

RWY 17-35: H5399X75 (CONC) S-30 MIRL 0.5% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 19'.

RWY 35: PAPI(P2L)—GA 3.5° TCH 19'. Pole.

AIRPORT REMARKS: Attended Mon-Sat 1430-2330Z†, Sun 1600-2300Z†. Ultralight activity on and invof of airport. Ditch located off the NW side of parallel twy. Arpt bcn OTS indef. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 17—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

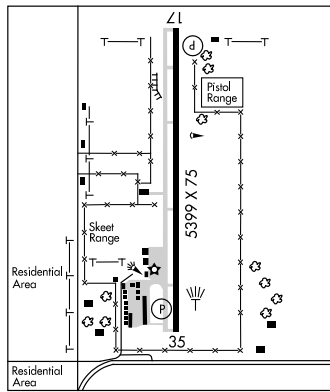
WEATHER DATA SOURCES: AWOS-3 118.225 (580) 303-9147.

COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 128.4.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

SAYRE (L) VORTAC 115.2 SYO Chan 99 N35°20.71' W99°38.12' 057° 12.9 NM to fld. 1990/10E.



DALLAS-FT. WORTH

H-6H, L-15C

IAP

WAAS CH 99518 W17A	APP CRS 175°	Rwy Idg TDZE 699 Apt Elev 699
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RNAV (GPS) RWY 17

DURANT/ EAKER FIELD (DUA)

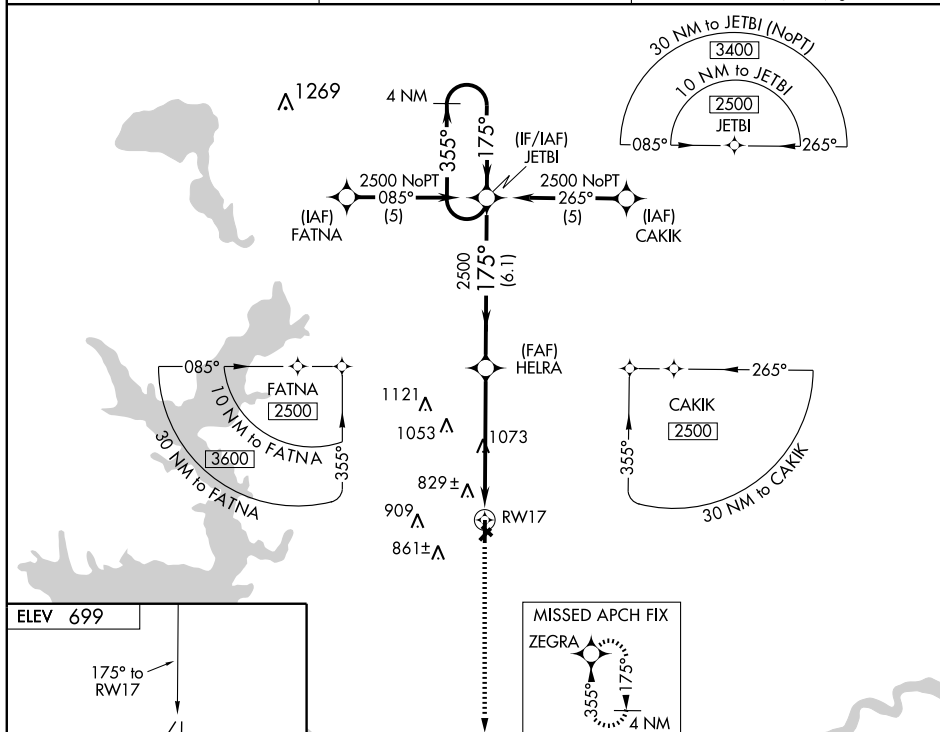
⚠ Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, LNAV/VNAV Cats A, B, C and LNAV and Circling Cats B, C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

MISSED APPROACH:
Climb to 2500 direct ZEGRA and hold.

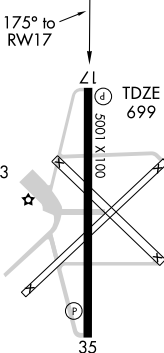
AWOS-3
124.175

FORT WORTH CENTER
124.75 377.1

UNICOM
122.8 (CTAF) 0



ELEV 699



REIL Rwy 17 and 35
MIRL Rwy 17-35 0

4 NM Holding Pattern				JETBI		HELRA 2500		* LNAV only		2500		ZEGRA	
2500 ← 355° 175° →				175°		2500		* 2 NM to RW17		RW17			
GS 3.00° TCH 49				6.1 NM		3.4 NM		2 NM					
CATEGORY		A		B		C		D					
LPV DA		949-3/4		250 (300-3/4)								NA	
LNAV/ VNAV		1132-1 1/2		433 (500-1 1/2)								NA	
LNAV MDA		1380-1 681 (700-1)		1380-2 681 (700-2)								NA	
CIRCLING		1380-1 681 (700-1)		1380-2 681 (700-2)								NA	

DURANT, OKLAHOMA
Amdt 1 29JUL10

33°57'N-96°24'W

DURANT/ EAKER FIELD (DUA)
RNAV (GPS) RWY 17

WAAS CH 48918 W35A	APP CRS 355°	Rwy Idg 5001 TDZE 690 Apt Elev 699
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RNAV (GPS) RWY 35

DURANT/ EAKER FIELD (DUA)



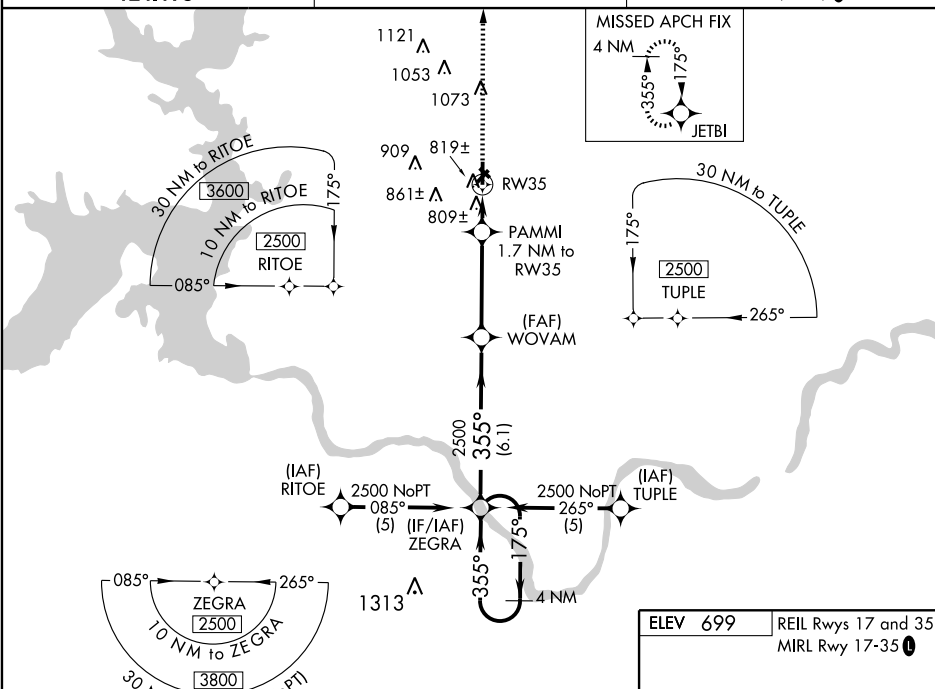
Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet, all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, increase LNAV/VNAV Cats A, B, C and LNAV and Circling Cat C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

MISSED APPROACH:
Climb to 2500 direct
JETBI and hold.

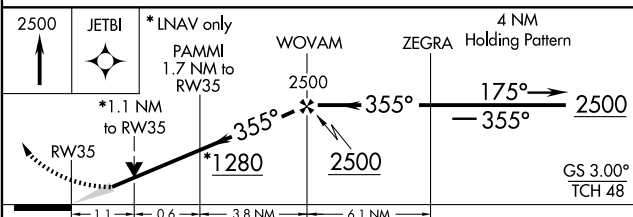
AWOS-3
124.175

FORT WORTH CENTER
124.75 377.1

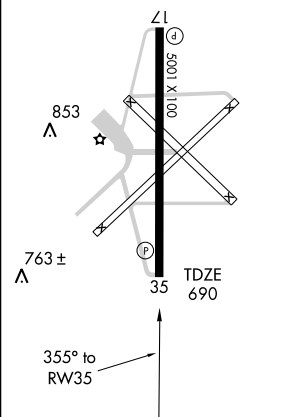
UNICOM
122.8 (CTAF) 0



ELEV **699** REIL Rwy 17 and 35
MIRL Rwy 17-35 **0**



CATEGORY	A	B	C	D
LPV DA	940-¾	250 (300-¾)		NA
LNAV/VNAV DA	1111-1½	421 (500-1½)		NA
LNAV MDA	1100-1 410 (500-1)		1100-1¼ 410 (500-1¼)	NA
CIRCLING	1220-1 521 (600-1)		1220-1½ 521 (600-1½)	NA



VOR/DME URH 114.3 Chan 90	APP CRS 164°	Rwy Idg TDZE Apt Elev	5001 698 698
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VOR/DME RWY 17

DURANT/ EAKER FIELD (DUA)

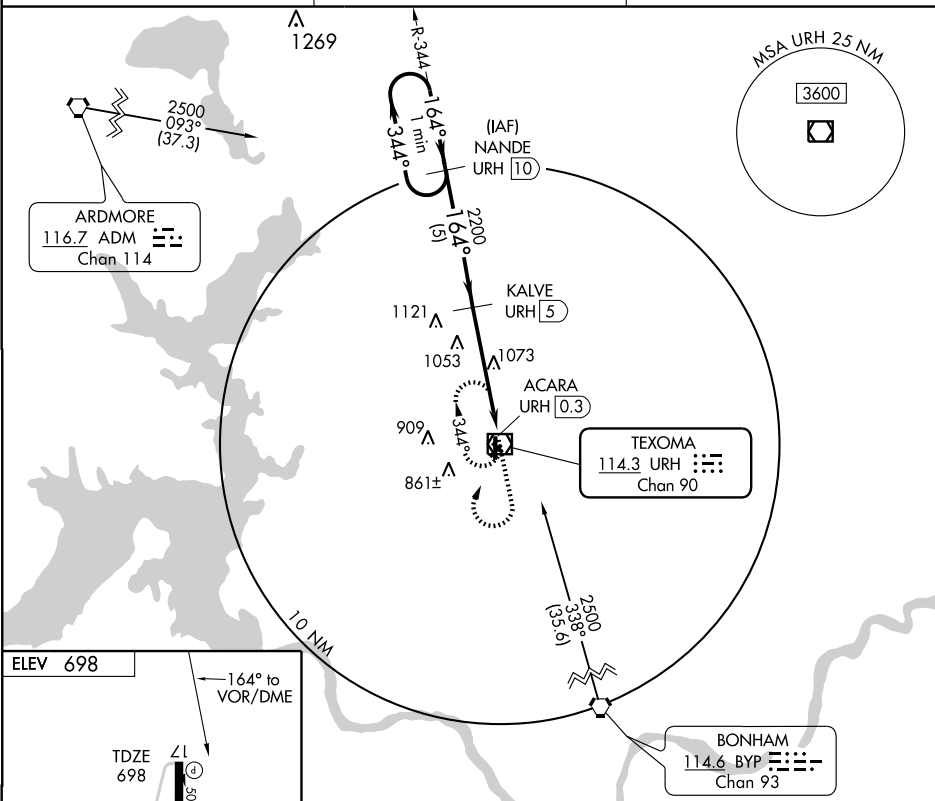
V If local altimeter setting not received, use Ardmore
NA Muni altimeter setting and increase all MDAs 100 feet.
 VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 in URH VOR/DME holding pattern.

AWOS-3
124.175

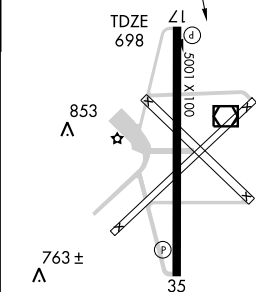
FORT WORTH CENTER
124.75 377.1

UNICOM
122.8 (CTAF) 0



ELEV 698

164° to
VOR/DME



REIL Rwy 17 and 35
MIRL Rwy 17-35 0

One Minute Holding Pattern				2500	URH
					114.3
<p>2500 ← 344° 164° → 164° 2200</p> <p>5 NM 2.7 NM 2 NM</p> <p>2.93° TCH 45</p>				URH 2.3	ACARA URH 0.3
CATEGORY	A	B	C	D	
S-17	1380-1	682 (700-1)	1380-2 682 (700-2)	NA	
CIRCLING	1380-1	682 (700-1)	1380-2 682 (700-2)	NA	

VOR/DME URH 114.3 Chan 90	APP CRS 004°	Rwy Idg TDZE Apt Elev	5001 695 698
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VOR/DME RWY 35

DURANT/ EAKER FIELD (DUA)

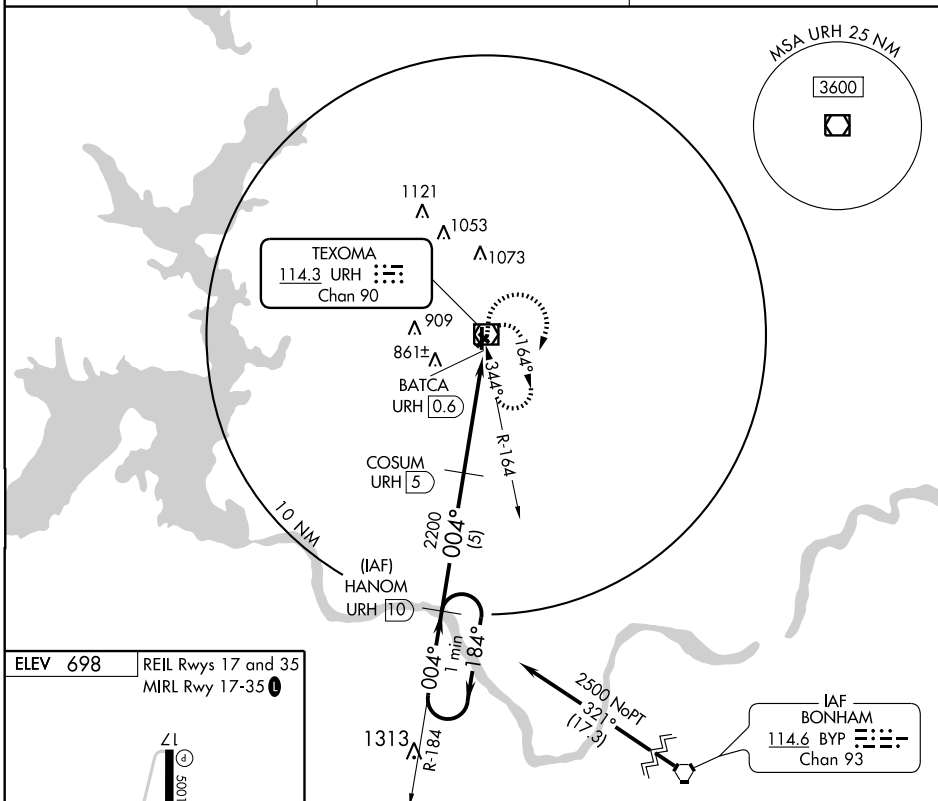
V If local altimeter setting not received, use Ardmore
NA Muni altimeter setting and increase all MDAs 100 feet.
 VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

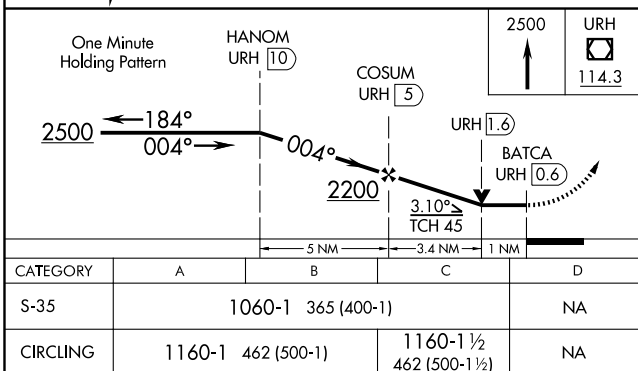
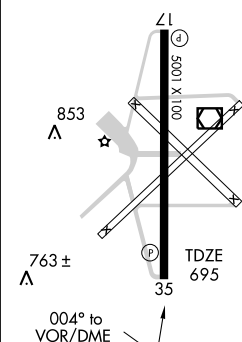
AWOS-3
124.175

FORT WORTH CENTER
124.75 377.1

UNICOM
122.8 (CTAF) 0



ELEV 698 REIL Rwy 17 and 35
MIRL Rwy 17-35 **0**



EL RENO

EL RENO (99F) 2 SW UTC-6(-5DT) N35°31.00' W97°58.77'

1395 NOTAM FILE MLC

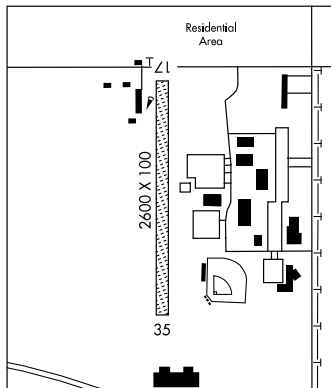
RWY 17-35: 2600X100 (TURF)

RWY 17: Trees. Rgt tfc. **RWY 35:** Pole.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z \pm . E/W Twy marked with orange 'L' shaped markers, do not land on twy.

COMMUNICATIONS: CTAF 122.9

DALLAS-FT. WORTH



EL RENO RGNL (RQO) 4 SW UTC-6(-5DT) N35°28.36' W98°00.35'

1420 B S4 **FUEL** 100LL, JET A TPA-2220(800) NOTAM FILE RQO

RWY 17-35: H5600X75 (CONC-GRVD) S-12 MIRL

RWY 17: REIL. PAPI(P4L)—GA 2.0° TCH 34'. P-line.

RWY 35: REIL. PAPI(P4L)—GA 2.0° TCH 34'. Road. Rgt tfc.

RWY 18-36: 4630X190 (TURF)

RWY 18: Road. Rgt tfc. **RWY 36:** P-line.

AIRPORT REMARKS: Attended 1400-0000Z \pm . 24 hr. automated credit card system. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.475 (405) 262-0087.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **OKC CITY APP/DEP CON** 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 282° 20.6 NM to fld. 1230/7E. HIWAS.

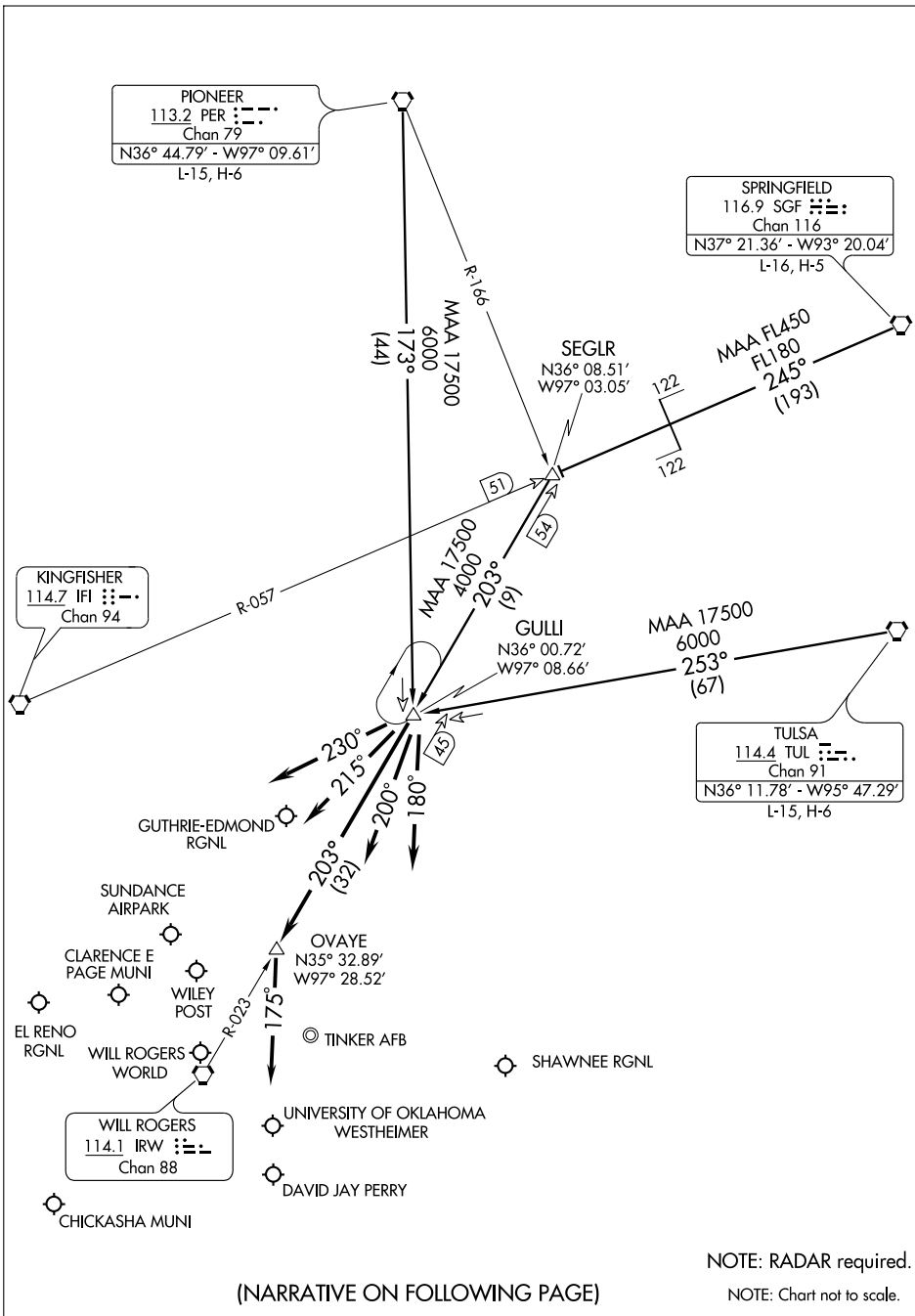
DALLAS-FT. WORTH

H-6H, L-15D

IAP

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

APP CRS **353°**
 Rwy Idg **5600**
 TDZE **1418**
 Apt Elev **1418**

RNAV (GPS) RWY 35

EL RENO RGNL (RQO)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WOPEG and hold.

AWOS-3
118.475

OKE CITY APP CON
124.6 266.8

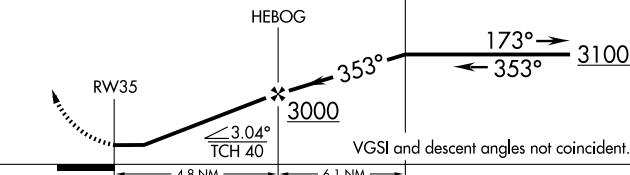
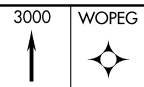
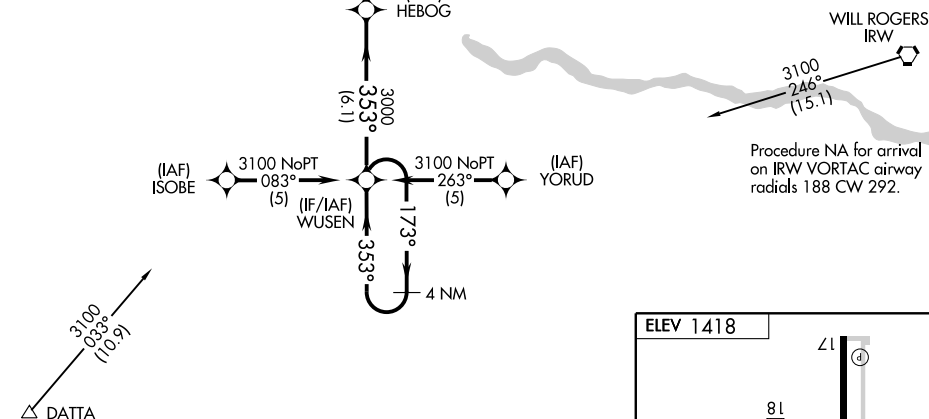
UNICOM
122.8 (CTAF) 0

2077±
 ▲

MISSED APCH FIX

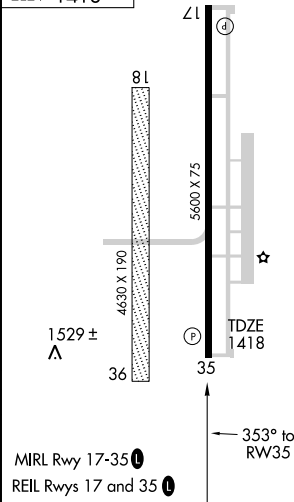


WOPEG



CATEGORY	A	B	C	D
RNAV MDA	1820-1	402 (500-1)	1820-1¼ 402 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA

ELEV 1418



MIRL Rwy 17-35 0

REIL Rwy 17 and 35 0

VORTAC IFI 114.7 Chan 94	APP CRS 351°	Rwy Idg TDZE 1418 Apt Elev 1418
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VOR/DME RWY 35

EL RENO RGNL (RQO)

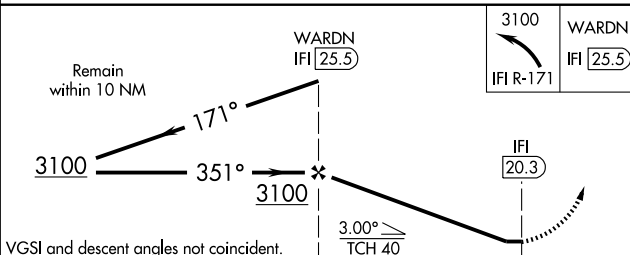
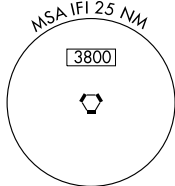
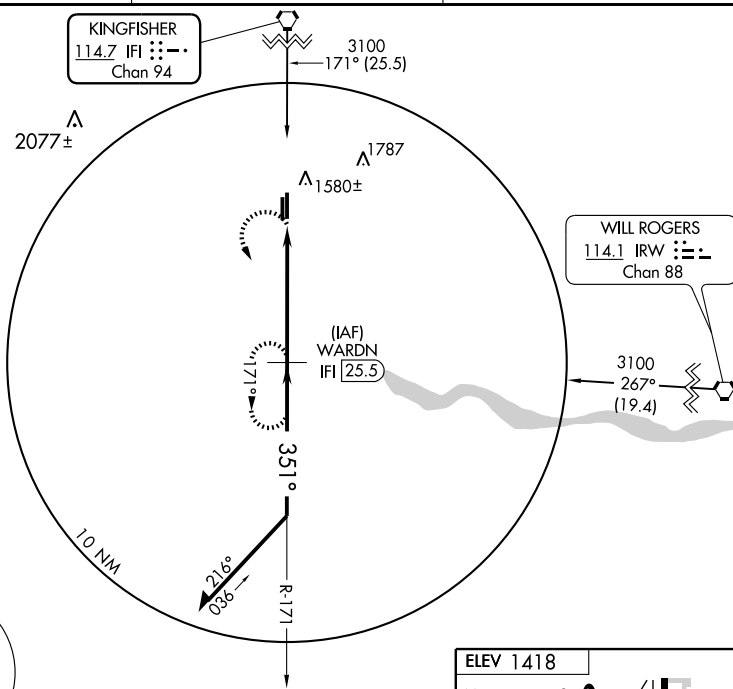
▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

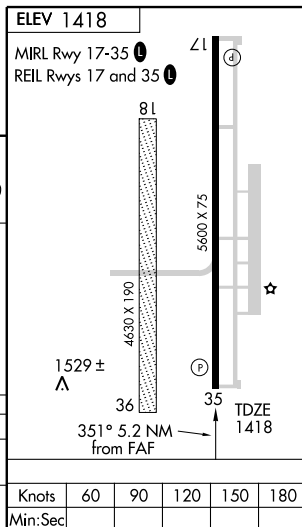
AWOS-3
118.475

OKE CITY APP CON
124.6 266.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-35	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA
CIRCLING	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA



DURANT

EAKER FLD (DUA) 3 SW UTC-6(-5DT) N33°56.54' W96°23.67'

699 B S4 FUEL 100LL, JET A TPA—See remarks. NOTAM FILE DUA

RWY 17-35: H5001X100 (ASPH) S-35, D-50 MIRL (NSTD)

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun 1500-2300Z†. 100LL avbl 24 hrs with automated credit card system. For fuel after hrs call 580-230-1188. PAEW adjacent Rwy 17-35. Large flocks of birds invof arpt. 372' tower 2.5 miles north of arpt. Extensive student training invof arpt and over Lake Texoma. Rwy 17 REIL OTS indef. PAPI Rwy 35 OTS indef. Rwy 17-35 NSTD MIRL. MIRL located 37' from rwy edges. TPA for light aircraft 1701(1002) and for large aircraft 2201(1502). ACTIVATE MIRL Rwy 17-35—CTAF.

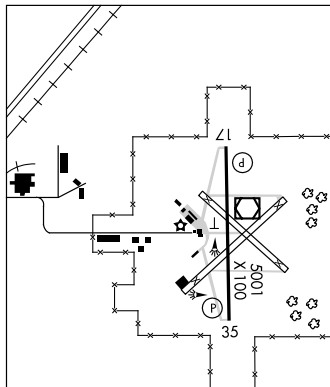
WEATHER DATA SOURCES: AWOS-3 124.175 (580) 931-3790.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) FORT WORTH CENTER APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DUA.

TEXOMA (L) VORW/DME 114.3 URH Chan 90 N33°56.65' W96°23.51' at fld. 681/5E.



DALLAS-FT. WORTH

H-6H, L-15C

IAP

EAKER FLD (See DURANT)

ELK CITY RGNL BUSINESS (ELK) 1 NE UTC-6(-5DT) N35°25.85' W99°23.66'

2013 B S4 FUEL 100LL, JET A TPA—3013(1000) NOTAM FILE MLC

RWY 17-35: H5399X75 (CONC) S-30 MIRL 0.5% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 19'.

RWY 35: PAPI(P2L)—GA 3.5° TCH 19'. Pole.

AIRPORT REMARKS: Attended Mon-Sat 1430-2330Z†, Sun 1600-2300Z†. Ultralight activity on and invof of airport. Ditch located off the NW side of parallel twy. Arpt bcn OTS indef. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 17—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

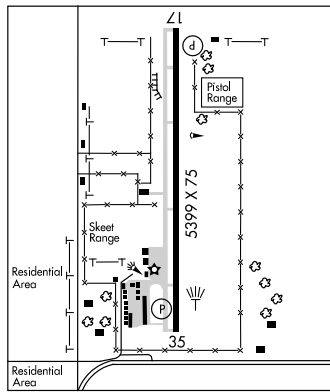
WEATHER DATA SOURCES: AWOS-3 118.225 (580) 303-9147.

COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 128.4.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

SAYRE (L) VORTAC 115.2 SYO Chan 99 N35°20.71' W99°38.12' 057° 12.9 NM to fld. 1990/10E.



DALLAS-FT. WORTH

H-6H, L-15C

IAP

WAAS CH 82408 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5399 2013 2013
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RNAV (GPS) RWY 17

ELK CITY RGNL BUSINESS (ELK)

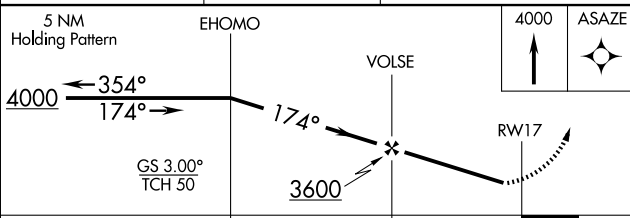
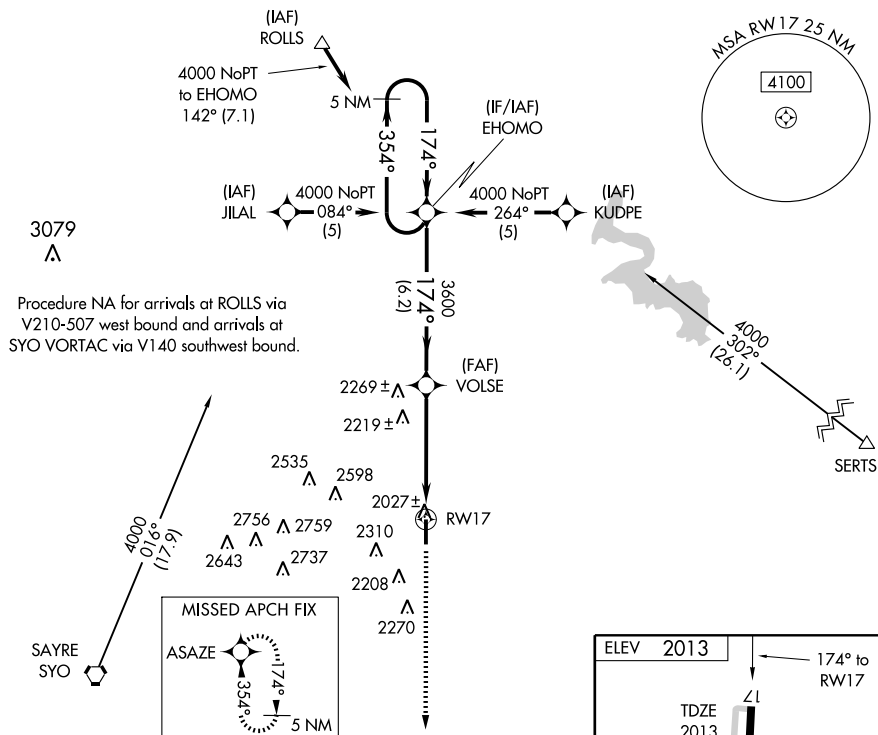
NA Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct
ASAZE and hold.

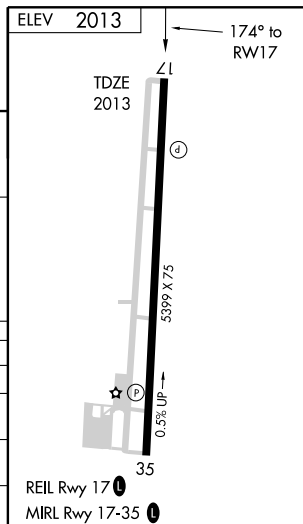
AWOS-3
118.225

FORT WORTH CENTER
128.4 269.375

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	2263-1	250 (300-1)		NA
LNAV/VNAV LDA	2361-1¼	348 (400-1¼)		NA
LNAV MDA	2480-1	467 (500-1)	2480-1¼ 467 (500-1¼)	NA
CIRCLING	2520-1	507 (600-1)	2520-1½ 507 (600-1½)	NA



WAAS CH 53508 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5399 1984 2013
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RNAV (GPS) RWY 35

ELK CITY RGNL BUSINESS (ELK)

NA Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3
118.225

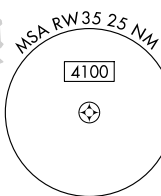
FORT WORTH CENTER
128.4 269.375

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

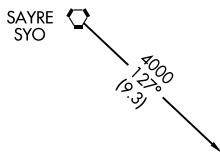


ROLLS



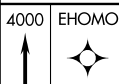
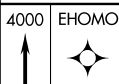
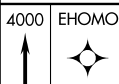
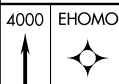
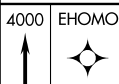
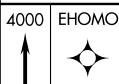
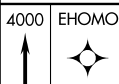
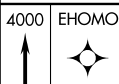
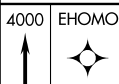
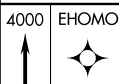
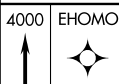
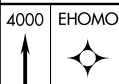
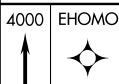
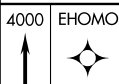
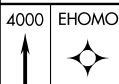
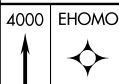
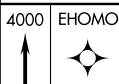
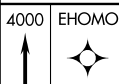
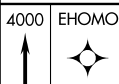
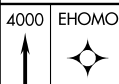
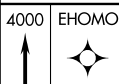
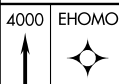
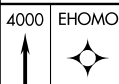
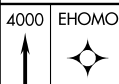
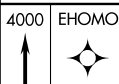
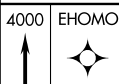
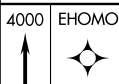
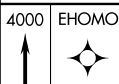
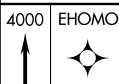
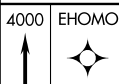
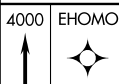
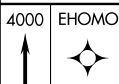
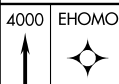
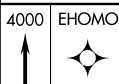
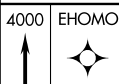
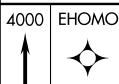
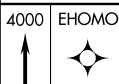
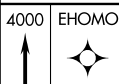
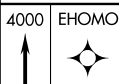
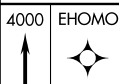
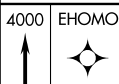
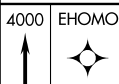
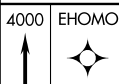
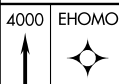
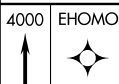
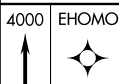
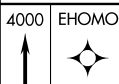
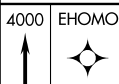
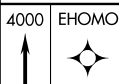
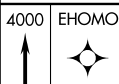
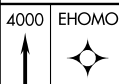
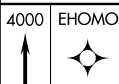
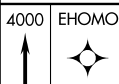
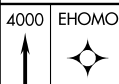
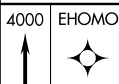
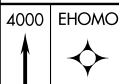
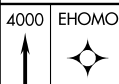
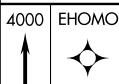
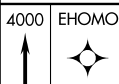
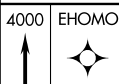
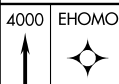
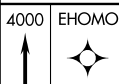
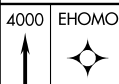
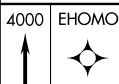
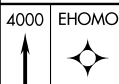
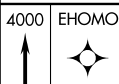
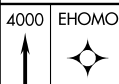
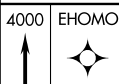
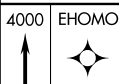
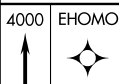
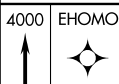
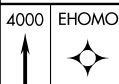
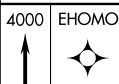
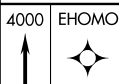
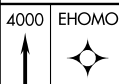
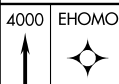
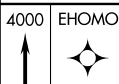
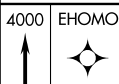
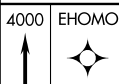
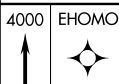
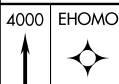
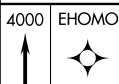
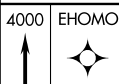
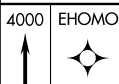
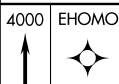
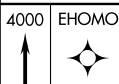
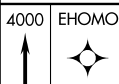
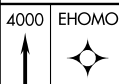
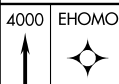
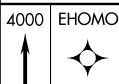
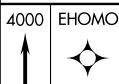
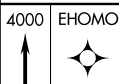
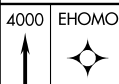
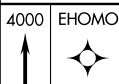
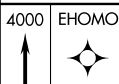
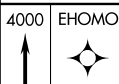
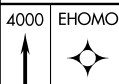
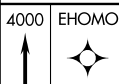
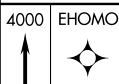
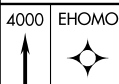
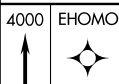
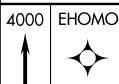
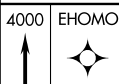
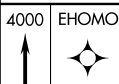
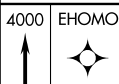
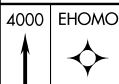
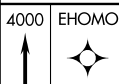
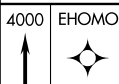
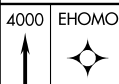
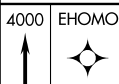
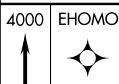
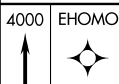
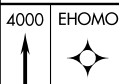
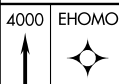
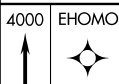
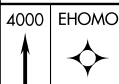
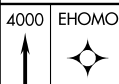
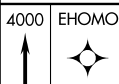
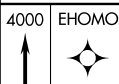
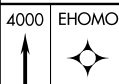
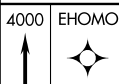
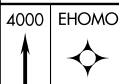
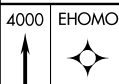
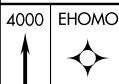
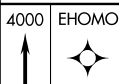
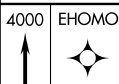
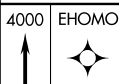
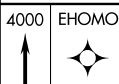
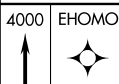
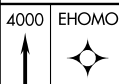
Procedure NA for arrivals at SYO VORTAC via V140 southwest bound.

SAYRE
SYO



ELEV 2013

REIL Rwy 17 **0**
MIRL Rwy 17-35 **0**



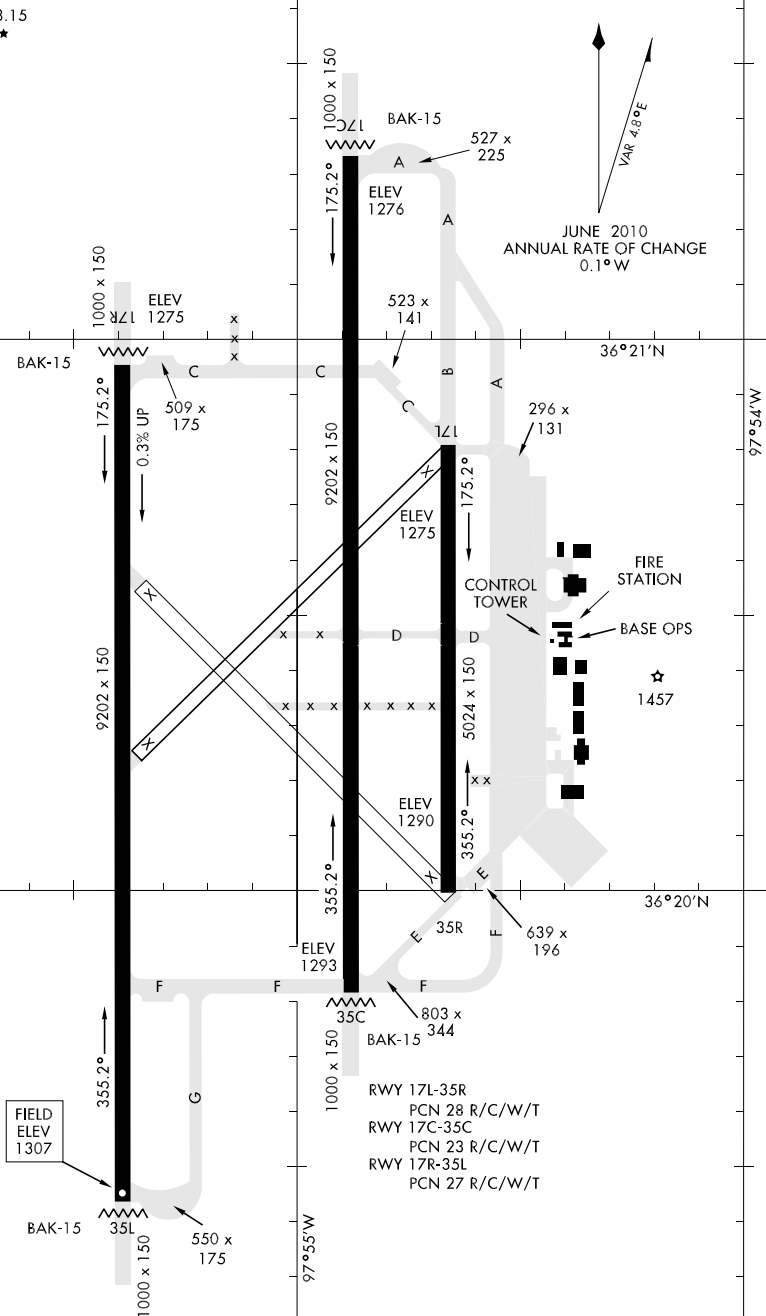
AIRPORT DIAGRAM

[USAF] AFD-135

VANCE AFB (KEND)

ENID, OKLAHOMA

ATIS 115.4 263.15
 VANCE TOWER ★
 124.05 259.1
 GND CON
 121.8 289.4
 CLNC DEL
 225.4



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ENID, OKLAHOMA

VANCE AFB (KEND)

VANCE AFB (END)(KEND) AF 3 S UTC-6(-5DT) N36°20.37' W97°55.04'

WICHITA

1307 B NOTAM FILE MLC Not insp.

H-6H, L-15D

RWY 17R-35L: H9202X150 (PEM) PCN 27 R/C/W/T HIRL

DIAP, AD

RWY 17R: SALS. PAPI(P4L). RWY 35L: SALS. PAPI(P4L).

RWY 17C-35C: H9202X150 (PEM-GRVD) PCN 23 R/C/W/T HIRL

RWY 17C: SALS. PAPI(P4L). RWY 35C: SALS. PAPI(P4L).

RWY 17L-35R: H5024X150 (CONC-GRVD) PCN 28 R/C/W/T MIRL

RWY 17L: REIL.

ARRESTING GEAR/SYSTEMS

RWY 17R BAK-15 CHAG (152' OVRN)

BAK-15 CHAG (149' OVRN) RWY 35L

RWY 17C BAK 15 CHAG (154' OVRN)

BAK-15 CHAG (147' OVRN) RWY 35C

MILITARY SERVICE: LGT PAPI located both sides apch end Rwsy 17C-17R-35C-35L. **A-GEAR** BAK-15 is in low position unless req by pilot to be raised. BAK-15 is 24' high when raised. Pilot should confirm with twr that barrier is low prior to opposite direction apch. **JASU** 8(A/M32A-86) 10

(AM32-95) **FUEL** J8, 8+, 100 **FLUID** SP PRESAIR LPOX LOX **OIL** O-148-156 SOAP **TRAN ALERT** No fleet svc avbl.

MILITARY REMARKS: Opr (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM. Apch lighting system Rwy 17-C 35C NSTD (SALS) installed on precision runway. First 3350' Rwy 17C and first 1000' Rwy 35C is grooved concrete, middle 4950' is grooved asphalt. Rwy 17L-35R middle 2000' is grooved. First 1300' Rwy 17R and first 3900' Rwy 35L is concrete, middle 4000' is asphalt. **RSTD** During student training tran acft limited to one full stop ldg. Overhead apch to Rwy 17C-35C not authorized for tran acft during student training opr. During VMC, dep acft must remain blo 2300' until past dep end to ensure separation from VFR overhead tfc pattern unless otherwise cleared by ATC. PPR, ctc base OPS. Only T1, T6, and T38 acft will use Twy F, east of Rwy 17C-35C when Rwy 17L-35R is in use. All other acft must use Twy A, C, or E. **CAUTION:** BAK-15 barrier lays across the apch ends of Rwy 17C-35C and Rwy 17R-35L underruns. Barriers not connected to energy absorber (chains) at apch end of active rwy. Portion parallel twy, to include Rwy 17L-35R apch end hot brake area not visible from twr. Some obstruction lgts on afld are non-standard and only visible to 3 miles. Acft sunshades 735' east of Rwy 17L-35R. **MISC** Base OPS DSN 448-7425, C580-213-7425. Acft carrying distinguished visitor code 7 or higher ctc Vance OPS 20 min prior to ETA. Wx observation ltd all quadrant due bldg, hangar shelters and acft obstruct view. All end of rwy not visible from observation point. When fog and/or low clouds present over apch end of Rwy 17-35 condition report from the observation point may not be representative.

COMMUNICATIONS: SFA 392.1 **ATIS** 115.4 263.15 (1 May-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-30 Apr) Mon-Fri 1300-0100Z†, Sun 2000-0000Z†, clsd Sat and federal holidays **PTD** 372.2

- Ⓡ **APP CON** 120.525 306.3 (165°-003° 10000' to FL 240, 323°-165° FL 230 to FL 240) 118.075 273.475 (330°-033° to 19 DME at or blo FL 220) 121.3 291.1 (033°-165° at or blo 6500') 125.45 388.2 (7000' to FL 220) 126.75 346.325 (205°-323° to 18 DME at or blo FL 240) 119.775 244.875 (165°-003° within 18 DME at or blo 9500') (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM. Frequencies 126.75 and 346.325 unreliable byd 60 NM from rwy end.

- Ⓡ **KANSAS CITY CENTER APP CON** 127.8 319.1 369.2 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hr Sat and Federal holidays.

TOWER 124.05 259.1 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM. **GND CON** 121.8 289.4 **CLNC DEL** 225.4

- Ⓡ **DEP CON** 120.525 306.3 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

- Ⓡ **KANSAS CITY CENTER DEP CON** 127.8 319.1 369.2 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-1300Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

PMSV METRO 342.55 (PMSV METRO Full svc during published or NOTAMed afld hrs, other times ctc 225 OWS DSN 781-4775 C318-456-4775/3024.

AIRSPACE: Class D svc (1 May-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-30 Apr) Mon-Fri 1300-0100Z†, Sun 2000-0000Z†, clsd Sat and federal holidays, other times Class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

(H) **VORTAC** 115.4 END Chan 101 N36°20.70' W97°55.10' at fld. 1276/5E. Monitored during published opr hr only. VOR portion unusable 174°-194° byd 20 NM blo 3,500'. MP Thu 0900-1100Z†, Sat 1500-1900Z†.

WOODRING (T) VORW/DME 109.0 ODG Chan 27 N36°22.43' W97°47.29' 244° 6.6 NM to fld. 1149/8E. NOTAM FILE WDG.

ILS 108.9 I-LVC Rwy 17C. Monitored during published opr hr only. No NOTAM MP Tue and Wed 1100-1230Z†.

ILS 110.1 I-END Rwy 35C. Monitored during published opr hr only. No NOTAM MP Sat 1500-1900Z†.

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

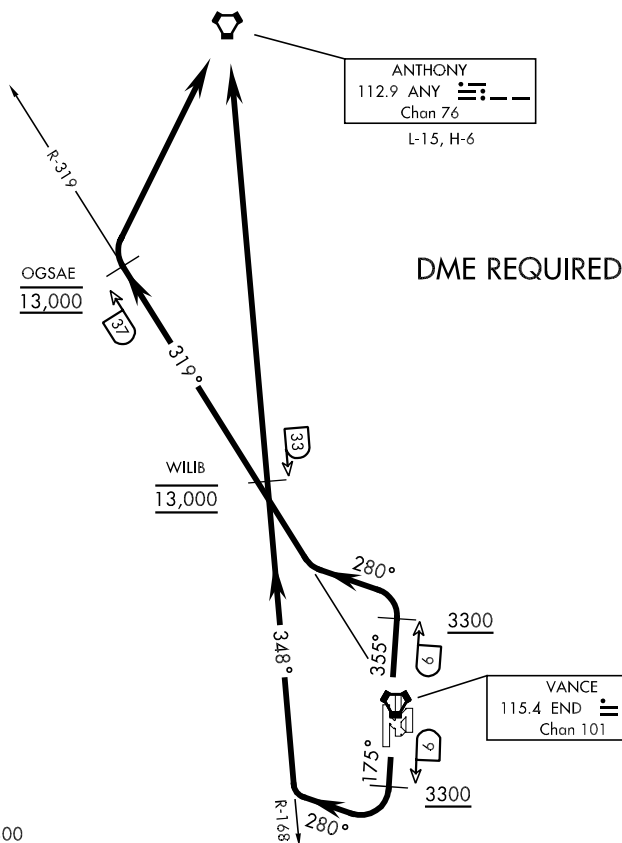
SL-135 [USAF]

ENID, OKLAHOMA

ATIS ★ 115.4 263.15
 CLNC DEL
 225.4
 GND CON
 121.8 289.4
 VANCE TOWER ★
 124.05 259.1
 VANCE DEP CON
 120.525 306.3
 KANSAS CITY CENTER
 127.8 319.1

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 13,000



EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILB (ANY R-168/33 DME) at 13,000.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.

ENID, OKLAHOMA

ILS or LOC/DME Y RWY 17C

LOC I-LVC 108.9	APCH CRS 175°	Rwy Idg THRE Arpt Elev 9202 1276 1307
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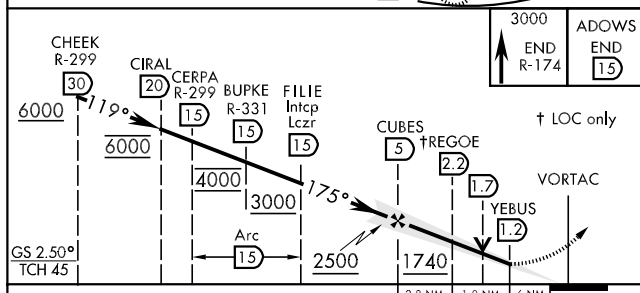
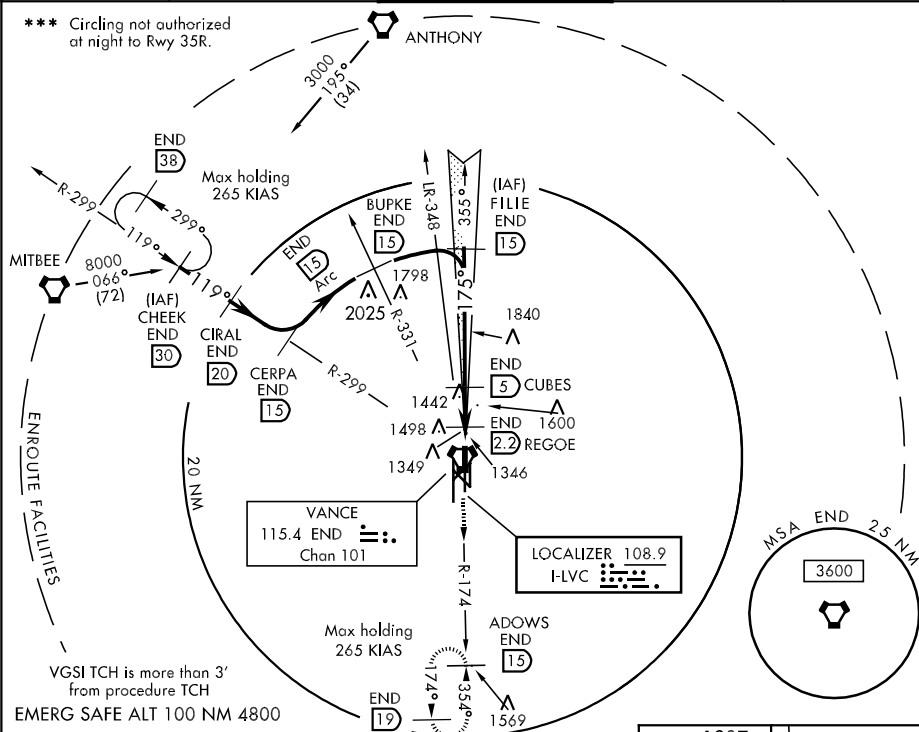
AL-135 [USAF]

VANCE AFB (KEND)

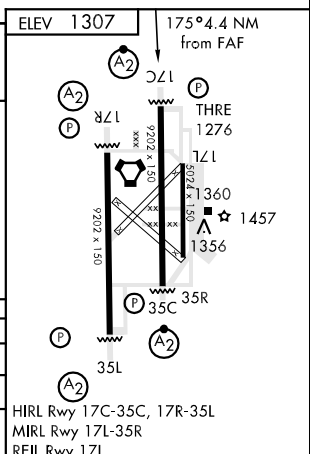
V * When ALS inop, increase CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.	SALS F 	MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.
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ATIS * 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER * 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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*** Circling not authorized
at night to Rwy 35R.



CATEGORY	A	B	C	D	E
S-ILS 17C *	1476/26		200 (200- $\frac{1}{2}$)		
S-LOC 17C **	1620/40		344 (400- $\frac{3}{4}$)		
CIRCLING ***	1760-1 453 (500-1)	1760-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$)	1860-2 553 (600-2)	2300-3 993 (1000-3)	



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 2 10182

ILS or LOC/DME Y RWY 17C

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

ENID, OKLAHOMA

ILS or LOC/DME Y RWY 35C

LOC I-END 110.1	APCH CRS 355°	Rwy Idg THRE 1293 Arprt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

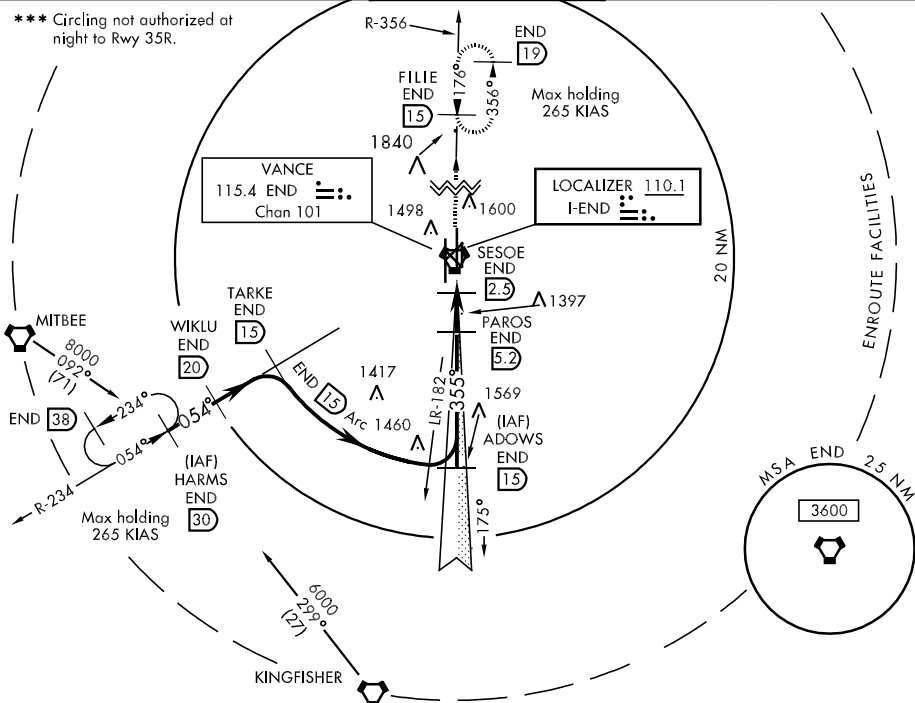
▼ ** When ALS inop, increase CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
 CAT CDE RVR to 45 and vis to $\frac{1}{2}$ mile.

SALS
A2

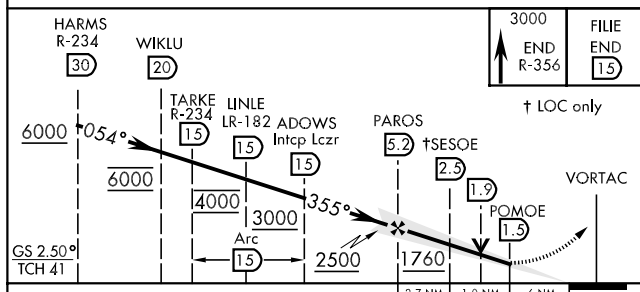
MISSED APPROACH: Climb to 3000 intercept
 END VORTAC R-356 to FILE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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*** Circling not authorized at
 night to Rwy 35R.



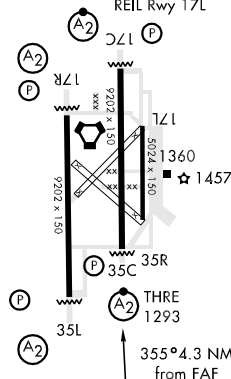
EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-ILS 35C *	1493/26		200	(200-½)	
S-LOC 35C **	1600/40	307 (300-¾)	1600/35 307 (300-¾)		
CIRCLING ***	1760-1 453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)	

ELEV 1307

HIRL Rwy 17C-35C,
 17R-35L
 MIRL Rwy 17L-35R
 REIL Rwy 17L



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 2 10182

ILS or LOC/DME Y RWY 35C

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

LOC I-LVC <u>108.9</u>	APCH CRS 175°	Rwy Idg 9202 THRE 1276 Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

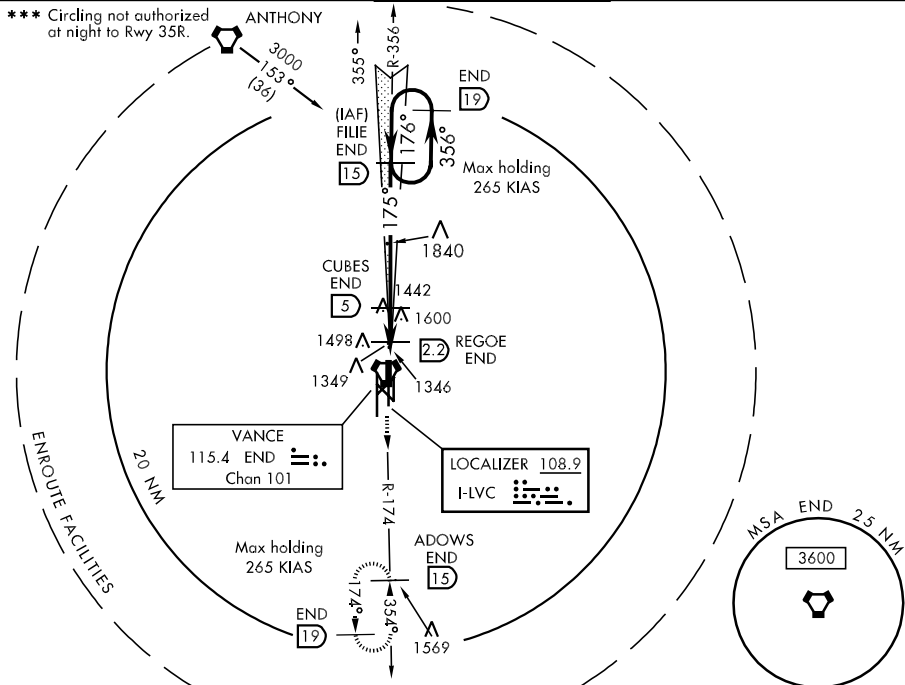
T * When ALS inop, increase CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

SALSF

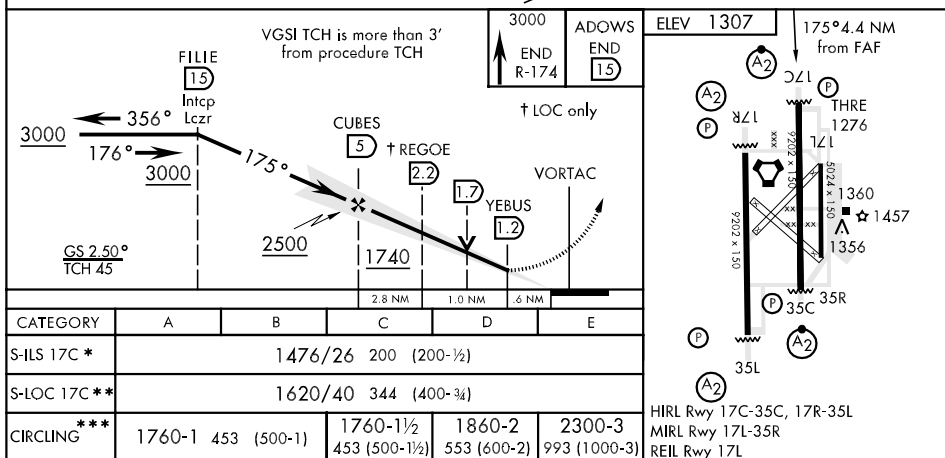
MISSED APPROACH: Climb to 3000, intercept
END VORTAC R-174 to ADOWS and hold.

ATIS★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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*** Circling not authorized
at night to Rwy 35R.



EMERG SAFE ALT 100 NM 4800



LOC I-END 110.1	APCH CRS 355°	Rwy Idg 9202 THRE 1293 Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
 CAT CDE RVR to 45 and vis to $\frac{7}{8}$ mile.

 SALSF
 A2

 MISSED APPROACH: Climb to 3000, intercept
 END VORTAC R-356 to FILIE and hold.

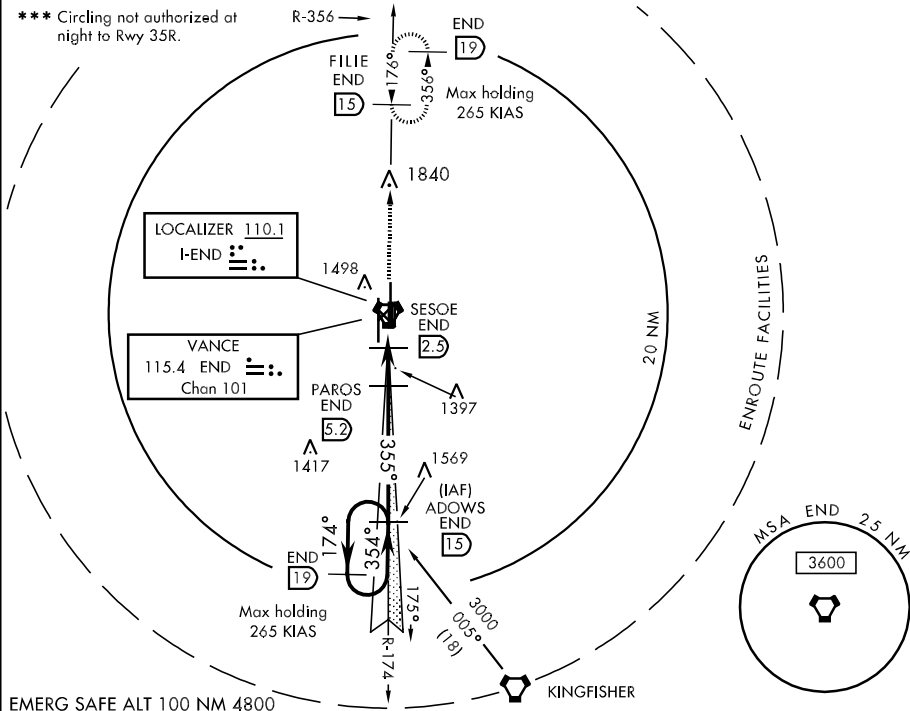
 ATIS ★
115.4 263.15

 VANCE APP CON
E125.45 388.2
W126.75 346.325

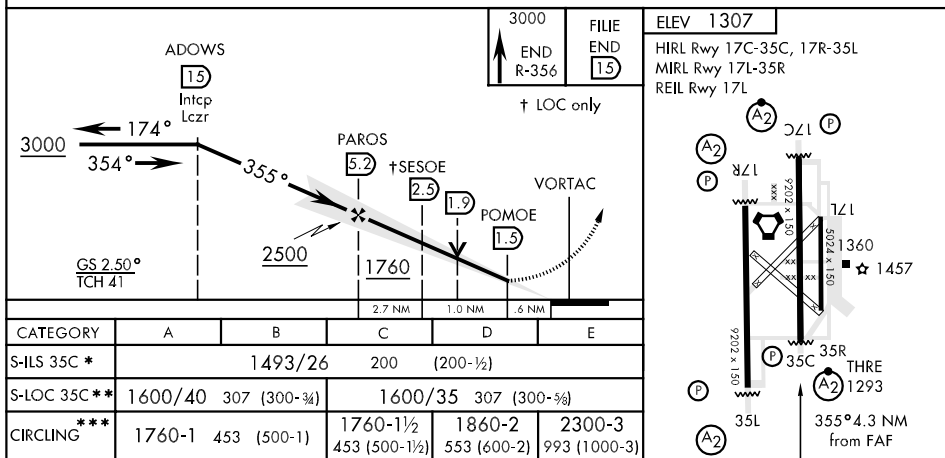
 VANCE TOWER ★
124.05 259.1

 GND CON
121.8 289.4

 CLNC DEL
225.4

 *** Circling not authorized at
 night to Rwy 35R.


EMERG SAFE ALT 100 NM 4800



JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

ENID, OKLAHOMA

ATIS ★ 115.4 263.15

CLNC DEL

225.4

GND CON

121.8 289.4

VANCE TOWER ★

124.05 259.1

VANCE DEP CON

120.525 306.3

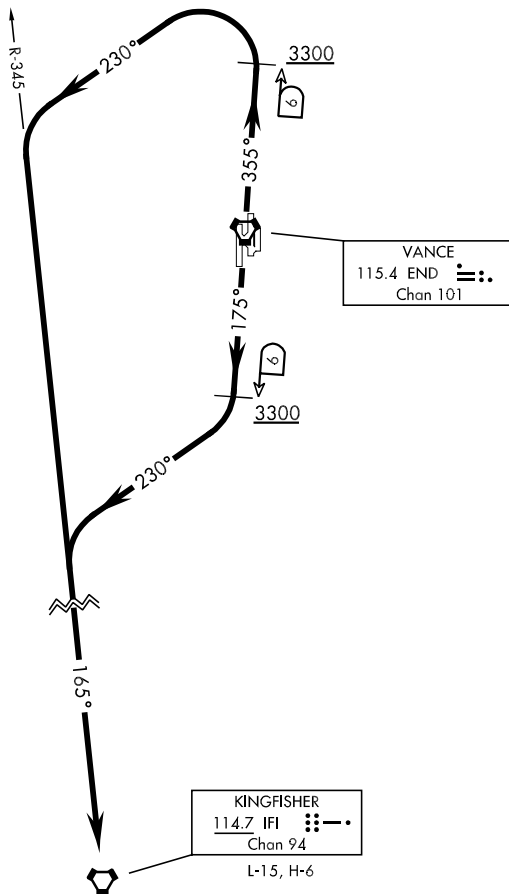
FORT WORTH CENTER

128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300

DME REQUIRED



EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

ENID, OKLAHOMA
VANCE AFB (KEND)

APCH CRS 314°	Rwy Idg TDZE Arpt Elev 1307	NA
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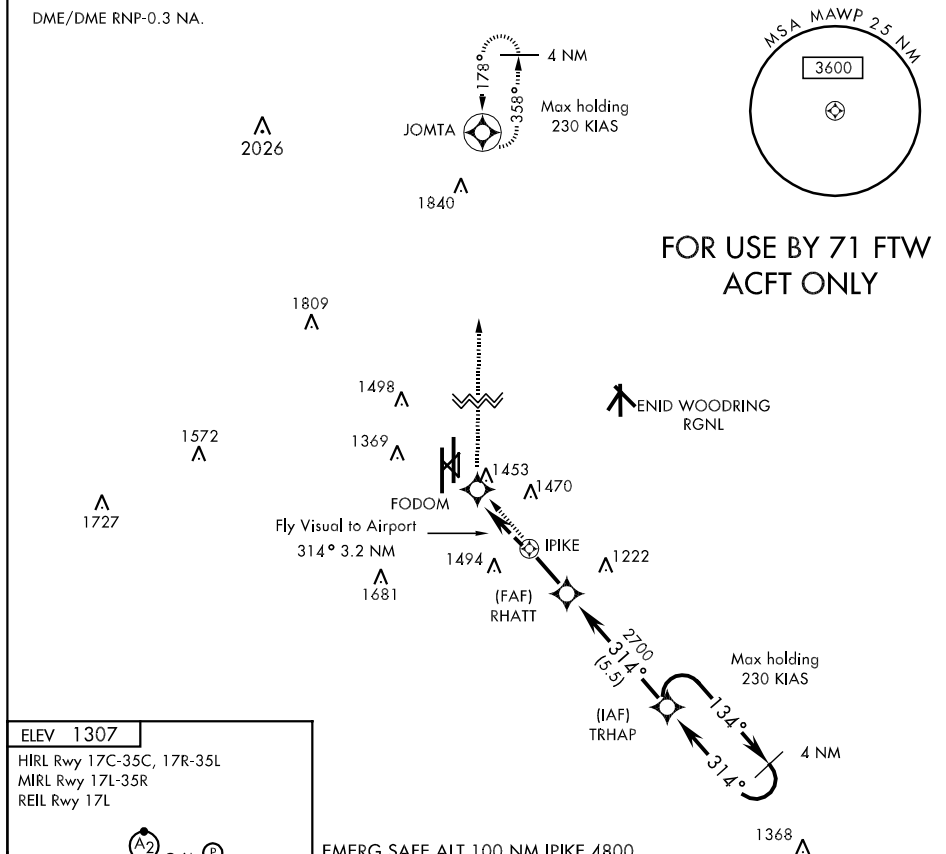
AL-135 [USAF]

VANCE AFB (KEND)

▽ * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. * Circling not authorized at night to Rwy 35R.	MISSED APPROACH: Climb direct FODOM then climbing right turn to 4000 via 358° course to JOMTA and hold.
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ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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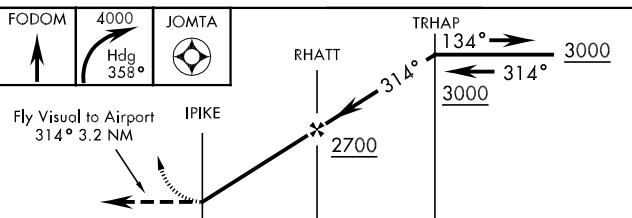
DME/DME RNP-0.3 NA.



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
 MIRL Rwy 17L-35R
 REIL Rwy 17L

EMERG SAFE ALT 100 NM IPIKE 4800



CATEGORY	A	B	C	D	E
CIRCLING *	1760-4	453 (500-4)	NOT AUTHORIZED		

APCH CRS 175°	Rwy Idg THRE 1276 Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized at night to RWY 35R.



MISSED APPROACH: Climb to
3000 direct ADOWS and hold.

ATIS ★
115.4 263.15

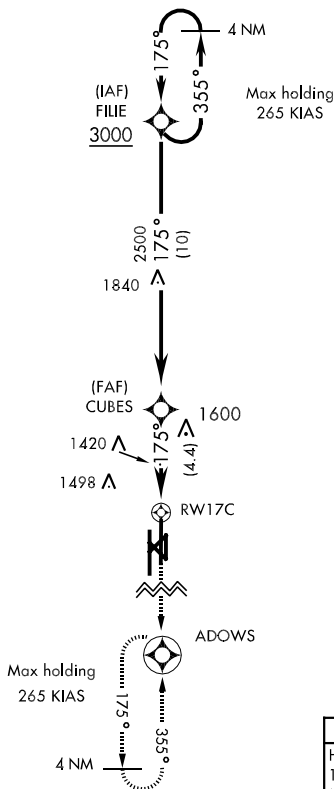
VANCE APP CON
E125.45 388.2
W126.75 346.325

VANCE TOWER ★
124.05 259.1

GND CON
121.8 289.4

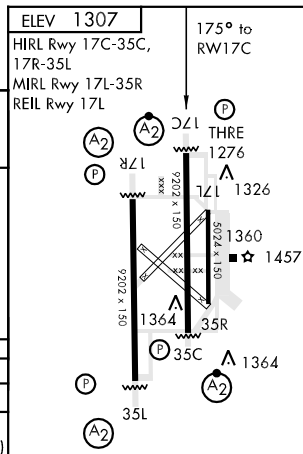
CLNC DEL
225.4

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM
4800 FROM RW17C

		3000		ADOWS	
		FILE		CUBES	
		355°		175°	
		175°		2500	
		2.43°		TCH 51	
		2.3 NM to RW17C		1.3 NM to RW17C	
		1920		RW17C	
		4.4 NM			
CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40	404 (400-34)	1680/50	404 (400-1)	
CIRCLING **	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)



APCH CRS 175°	Rwy Idg THRE 1273	5024 Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)



* Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4300 via direct ERAYU and 157°
track to JIDRO and hold.

ATIS ★
115.4 263.15

VANCE APP CON
E125.45 388.2
W126.75 346.325

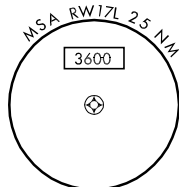
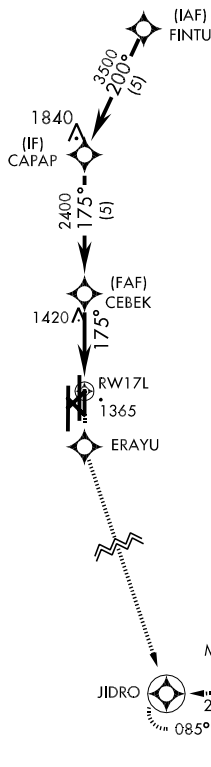
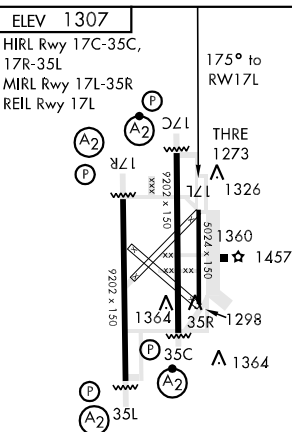
VANCE TOWER ★
124.05 259.1

GND CON
121.8 289.4

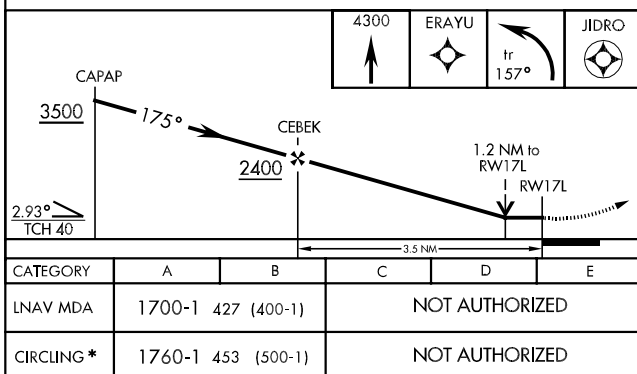
CLNC DEL
225.4

**RADAR REQUIRED
FOR USE BY 71FTW
AIRCRAFT ONLY**

EMERG SAFE ALT 100 NM 4800 FROM RW17L



Max holding
230 KIAS
265°
085°
4 NM



APCH CRS 175°	Rwy Idg THRE 1275 Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

▼ *When ALS inop, increase CAT AB vis to 1 mile,
CAT CDE vis to 1½ miles.
**Circling not authorized at night to RWY 35R.

SALS



MISSED APPROACH: Climb to 4300 via direct EVCIL and 192°
track to OGMOE and hold.

ATIS ★
115.4 263.15

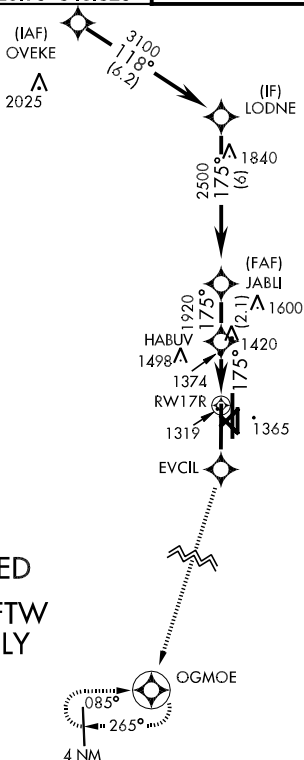
VANCE APP CON
E125.45 388.2
W126.75 346.325

VANCE TOWER ★
124.05 259.1

GND CON
121.8 289.4

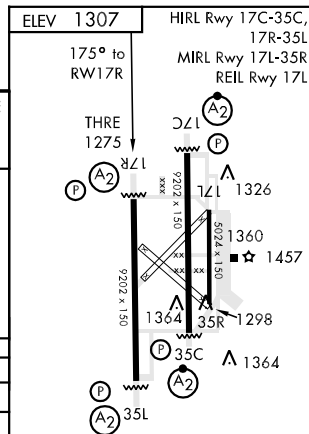
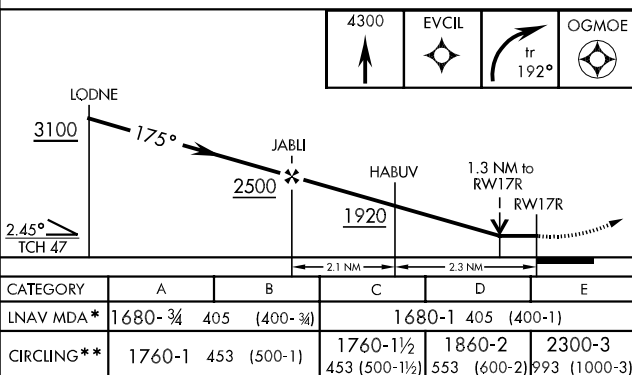
CLNC DEL
225.4

DME/DME RNP-0.3 NA.



**RADAR REQUIRED
FOR USE BY 71FTW
AIRCRAFT ONLY**

EMERG SAFE ALT 100 NM 4800 FROM RW17R



APCH CRS 355°	Rwy Idg 9202 THRE 1293 Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

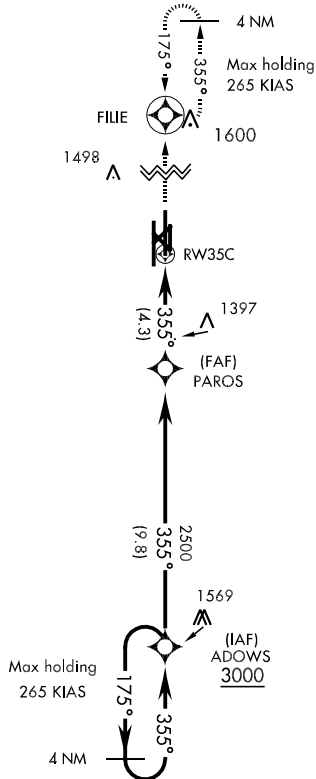
- T** * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized at night to RWY 35R.



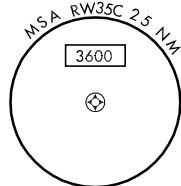
MISSED APPROACH: Climb to 3000 direct FILE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

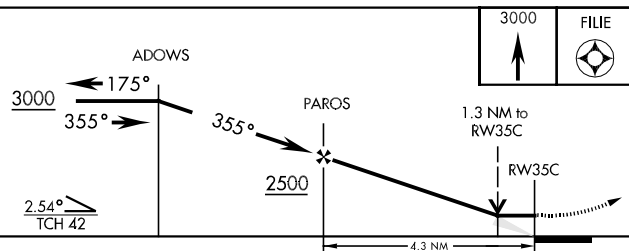
DME/DME RNP-0.3 NA.



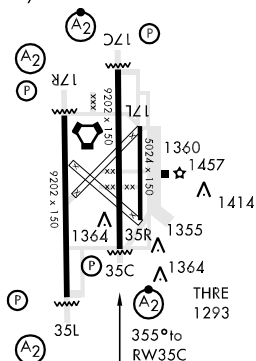
EMERG SAFE ALT 100 NM 4800 FROM RW35C



ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 387 (400-34)		1680/45 387 (400-74)		
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)



APCH CRS 355°	Rwy Idg THRE Arpt Elev	9202 1307 1307
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AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT ABCDE vis to 1 mile.
 ** Circling not authorized at night to RWY 35R.



MISSED APPROACH: Climb to 4300 via direct DUGRE and 333° track to OVEKE and hold.

ATIS ★
115.4 263.15

VANCE APP CON
E125.45 388.2
W126.75 346.325

VANCE TOWER ★
124.05 259.1

GND CON
121.8 289.4

CLNC DEL
225.4

DME/DME RNP-0.3 NA.

4 NM



1600

1498

DUGRE

1349

RW35L

1414

1397

(FAF)

GEDME

1538

2500

(IF)

HOGIS

(IAF)

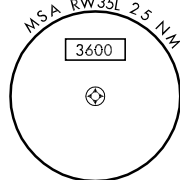
OGMOE

3000

045°

1460

**RADAR REQUIRED
FOR USE BY 71FTW
AIRCRAFT ONLY**



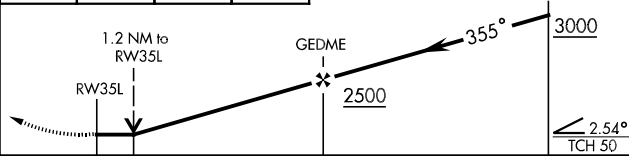
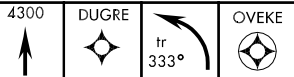
EMERG SAFE ALT 100 NM 4800 FROM RW35L

ELEV 1307

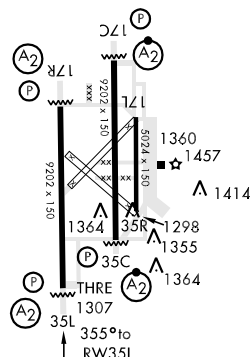
HIRL Rwy 17C-35C, 17R-35L

MIRL Rwy 17L-35R

REIL Rwy 17L



CATEGORY	A	B	C	D	E
LNAV MDA *	1680-3/4 373 (400-3/4)				
CIRCLING **	1760-1 453 (500-1)	1760-1 1/2 453 (500-1 1/2)	1860-2 553 (600-2)	2300-3 993 (1000-3)	



APCH CRS 355°	Rwy Idg TDZE Arpt Elev	5024 1284 1307
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AL-135 [USAF]

VANCE AFB (KEND)

▼ * Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4300 direct IGUME and
005° track to FINTU and hold.

ATIS ★
115.4 263.15

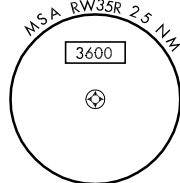
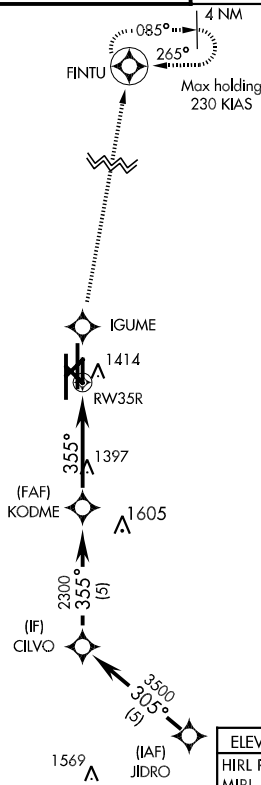
VANCE APP CON
E125.45 388.2
W126.75 346.325

VANCE TOWER ★
124.05 259.1

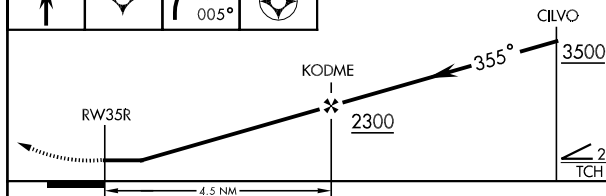
GND CON
121.8 289.4

CLNC DEL
225.4

**RADAR REQUIRED
FOR USE BY 71FTW
AIRCRAFT ONLY**

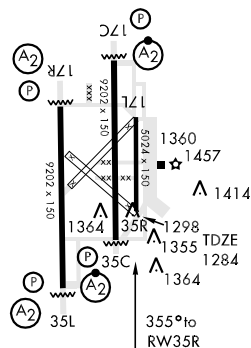


EMERG SAFE ALT 100 NM 4800 FROM RW35R



CATEGORY	A	B	C	D	E
LNAV MDA	1700-1	416 (400-1)	NOT AUTHORIZED		
CIRCLING*	1760-1	453 (500-1)	NOT AUTHORIZED		

ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



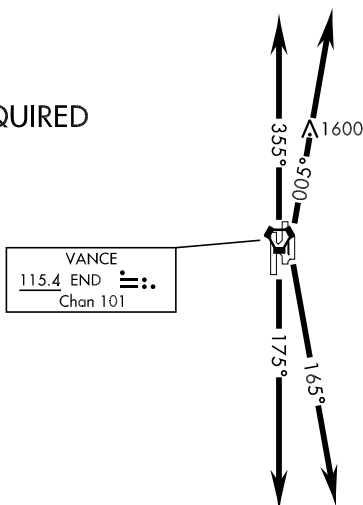
VANCE ONE DEPARTURE

SL-135 [USAF]

ENID, OKLAHOMA

ATIS★ 115.4 263.15
 CLNC DEL
 225.4
 GND CON
 121.8 289.4
 VANCE TOWER★
 124.05 259.1
 VANCE DEP CON
 120.525 306.3

RADAR REQUIRED



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

VANCE ONE DEPARTURE

ENID, OKLAHOMA
 VANCE AFB (KEND)

VORTAC END 115.4 Chan 101	APCH CRS 314°	Rwy Idg NA TDZE NA Arpt Elev 1307
---	-------------------------	--

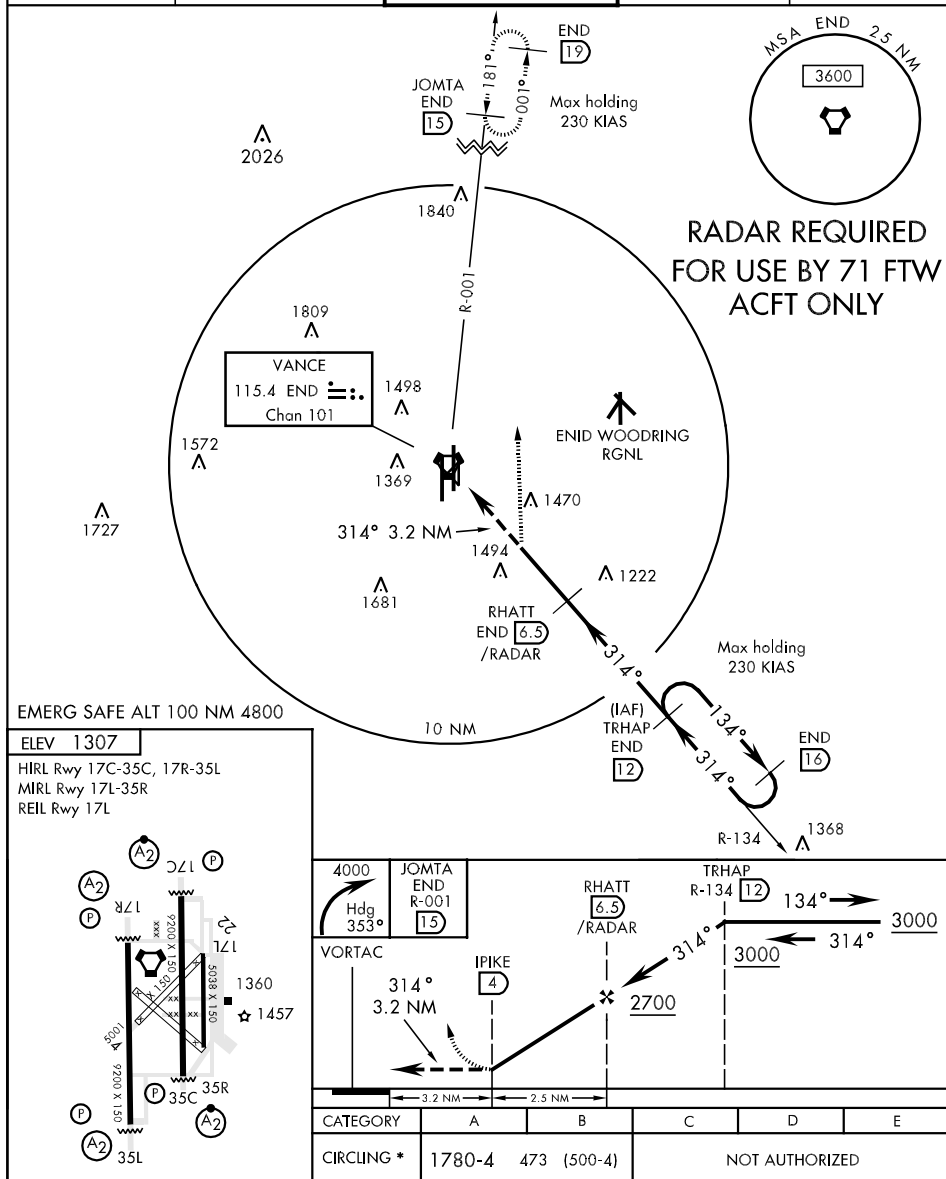
AL-135 [USAF]

VANCE AFB (KEND)

T * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 2 10098

VOR/DME-A

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1.23 SEP 2010 to 21 OCT 2010

VORTAC END 115.4 Chan 101	APCH CRS 199°	Rwy Idg NA TDZE NA Arpt Elev 1307
---	-------------------------	--

AL-135 [USAF]

VANCE AFB (KEND)

T * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W121.3 291.1	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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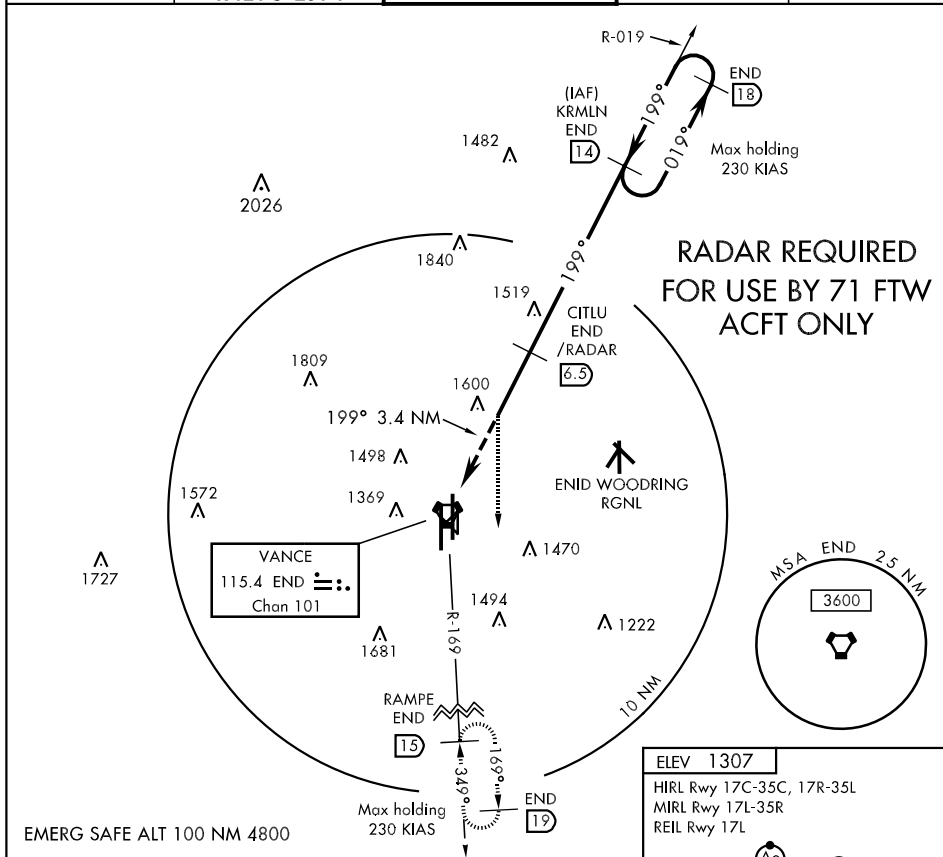
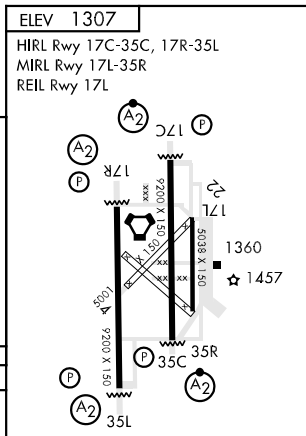


Diagram illustrating a Circling Approach to Runway 16R. The diagram shows a 3.4 NM radius circle centered on the runway, with a 2.5 NM segment leading to a 199° turn. Key navigation aids include VORTAC, COGUG, CITLU/RADAR, and KRMLN. Altitudes are marked at 4000, 3000, and 2800 feet.

CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		



VORTAC END 115.4 Chan 101	APCH CRS 182°	Rwy Idg 9202 THRE 1276 Arpt Elev 1307
---	-------------------------	--

AL-135 [USAF]

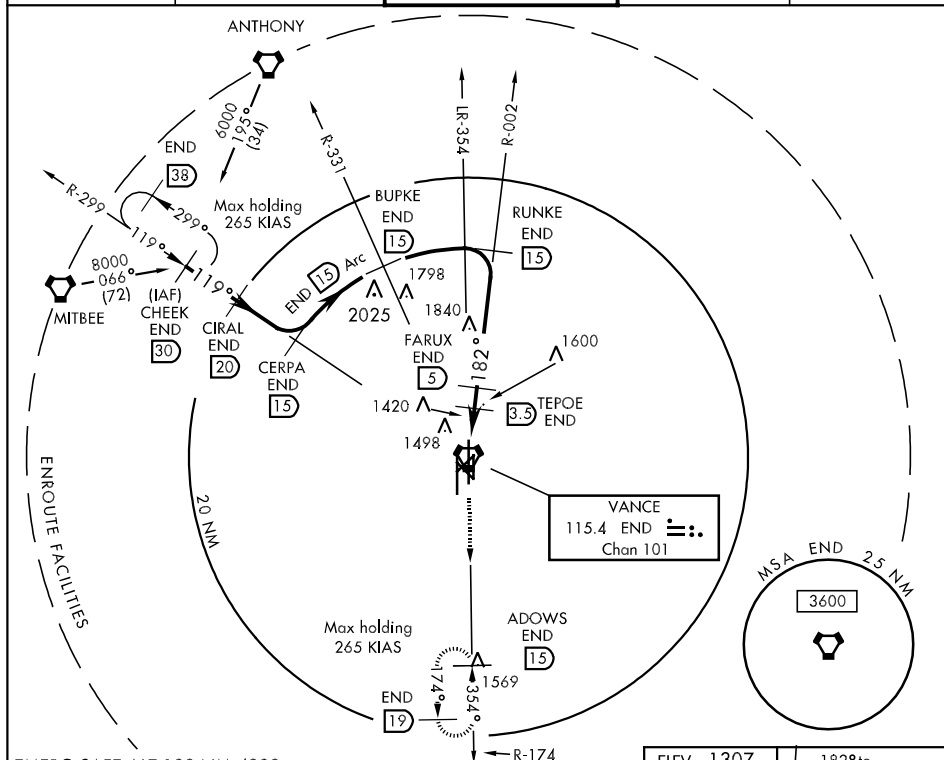
VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

SALSF
A2

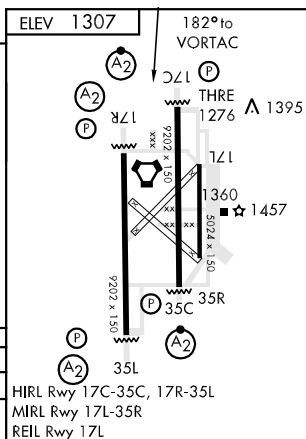
MISSED APPROACH: Climb to 3000, intercept
END VORTAC R-174 to ADOWS and hold.


ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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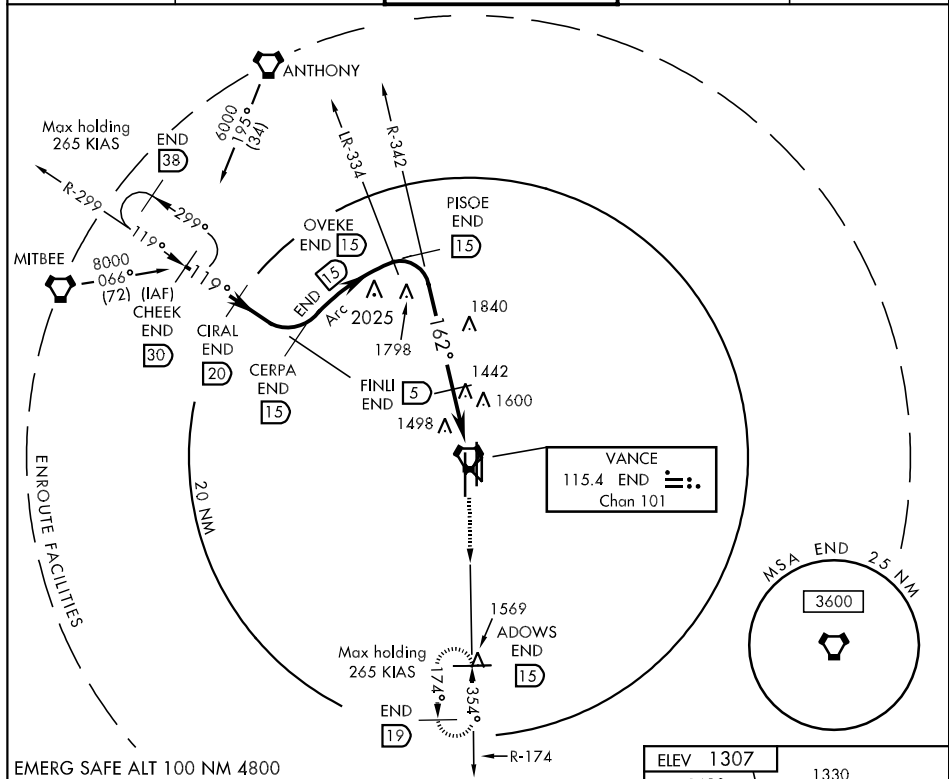


EMERG SAFE ALT 100 NM 4800

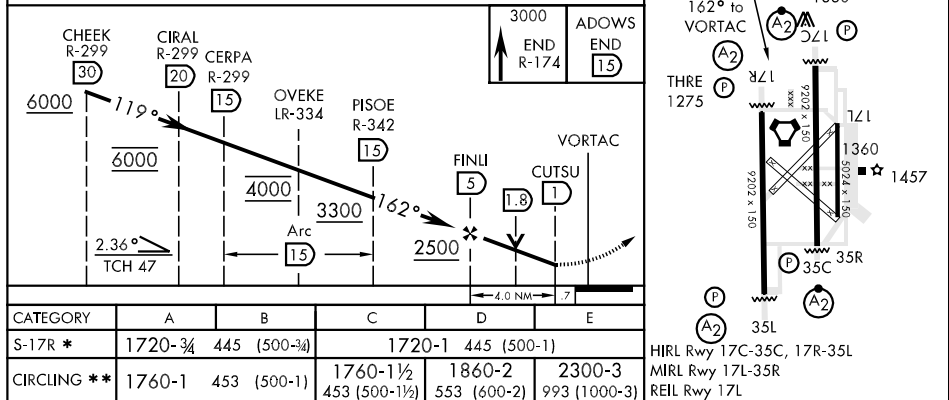
3000 END R-174	ADOWS END 15					
VORTAC	CESAX 1.4	TEPOE 3.5	FARUX 5	CIRAL 20	CHEEK R-299 30	6000
	2080	2500	3000	4000	6000	
	182°	Arc	119°	119°	119°	
	3.6 NM					
CATEGORY	A	B	C	D	E	
S-17C *	1680/40	404 (400-3)	1680/50	404 (400-1)		
CIRCLING **	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)	



VORTAC END 115.4 Chan 101		APCH CRS 162°		Rwy Idg 9202 THRE 1275 Arpt Elev 1307		AL-135 [USAF]		VANCE AFB (KEND)	
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles. ** Circling not authorized at night to Rwy 35R.				SALS 		MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.			
ATIS ★ 115.4 263.15		VANCE APP CON E125.45 388.2 W126.75 346.325		VANCE TOWER ★ 124.05 259.1		GND CON 121.8 289.4		CLNC DEL 225.4	




EMERG SAFE ALT 100 NM 4800



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN RWY 35C

<p> * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ** Circling not authorized at night to Rwy 35R. </p>	<p> SALSF  </p>	<p> MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold. </p>
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[illegible]

ELEV 1307

HIRL Rwy 17C-35C,
17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

A-2

P

17R

17L

1360

☆ 1457

1453 A

35C

THRE
1293

349° to
VORTAC

VANCE AFB (KEND)

VOR/DME or TACAN RWY 35C

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN RWY 35L

VANCE AFB (KEND)

MISSED APPROACH: Climb to 3000, intercept
END VORTAC R-356 to FILIE and hold.

EMERG SAFE ALT 100 NM 4800

KINGFISHER

HIRL Rwy 17C-35L
MRL Rwy 17L-35R
REIL Rwy 17L

3000
END R-356

FILE
END 15

HARMS R-234
WIKLU TARKE
R-234
OGMOF LR-191
WAKEG R-183
ZURAG
TEBTE
VORTAC

6000
054°
6000
4000
3000
2600
003°
3.9 NM
.7

2.54°
TCH 49

CATEGORY	A	B	C	D	E
S-35L *	1680-3/4 373 (400-3/4)				
CIRCLING **	1760-1 453 (500-1)	1760-1 1/2 453 (500-1 1/2)	1860-2 553 (600-2)	2300-3 993 (1000-3)	

ELEV 1307

HIRL Rwy 17C-35L
17R-35L
MRL Rwy 17L-35R
REIL Rwy 17L

17R
17L
1360
1457

THRE 1307

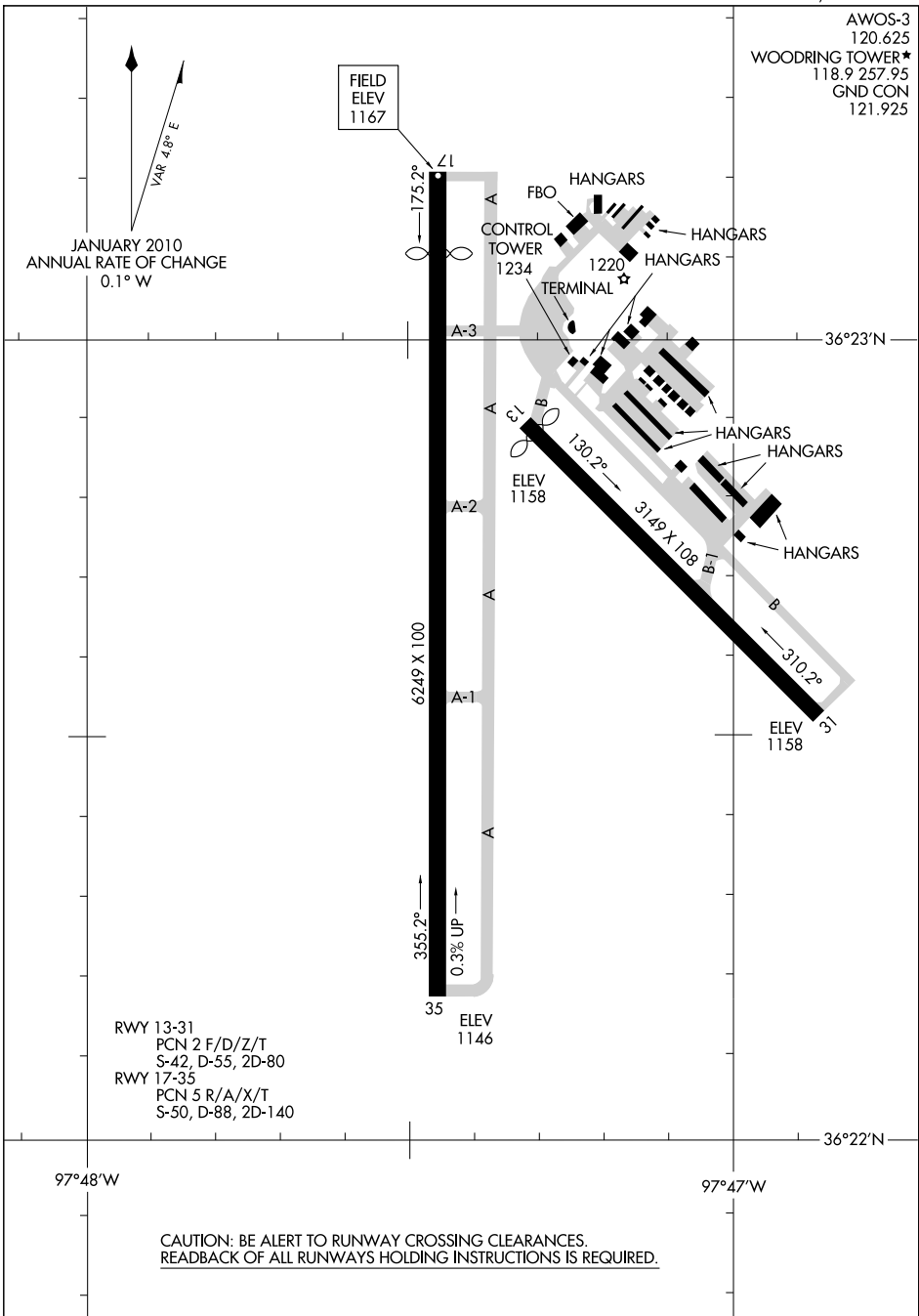
35L
003° to VORTAC

VANCE AFB (KFND)

VOR/DME or TACAN RWY 35L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010



ENID WOODRING RGNL (WDG) 4 SE UTC-6(-5DT) N36°22.70' W97°47.34'

1167 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE WDG

RWY 17-35: H6249X100 (CONC-GRVD) S-50, D-88, 2S-111, 2D-140 PCN 5 R/A/X/T

MIRL 0.3% up N

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Thld displcd 611'. Road.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 60'. Rgt tfc.

RWY 13-31: H3149X108 (ASPH) S-42, D-55, 2D-80

PCN 2 F/D/Z/T MIRL

RWY 12: Thld displcd 112'. Pole.

RWY 30: Fence. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0330Z. Fuel avbl 24 hrs with automated credit card system. TPA—2000(833) light aircraft, 2500(1333) heavy aircraft 3000(1833) jet aircraft. Military jet training dalgt 3 nautical mile radius. Rwy 13-31 has severe cracking, raveling and deterioration. PCL OTS indef. Rwy 17 REIL OTS indef. ACTIVATE MALSR Rwy 35—CTAF. When twr clsd ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: AWOS-3 120.625 (580) 237-1475. LAWRS.

COMMUNICATIONS: CTAF 118.9 UNICOM 122.95

WOODRING RCO 122.6 (MC ALESTER RADIO)

Ⓡ VANCE APP/DEP CON 119.775 (1 Mar-31 Oct) Mon-Fri 1300-0200Z.

(1 Nov-28 Feb) Mon-Fri 1300-0100Z, (1 Mar-31 Oct) Sun 2100-0100Z, (1 Nov-28 Feb) Sun 1900-2300Z, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.8 (1 Mar-31 Oct) Mon-Fri 0200-1300Z, (1 Nov-28 Feb) Mon-Fri 0100-1300Z,

(1 Mar-31 Oct) Sun 0100-2100Z, (1 Nov-28 Feb) Sun 2300-1900Z, 24 hrs Sat and Federal holidays.

WOODRING TOWER 118.9 (1230-0300Z). GND CON 121.925

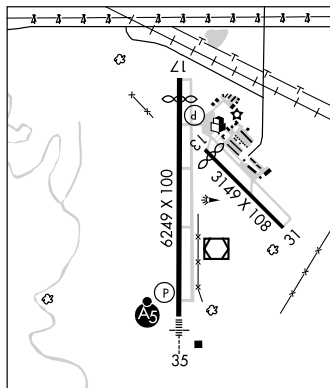
AIRSPACE: CLASS D svc 1230-0300Z, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE WDG.

WOODRING (T) VORW/DME 109.0 ODG Chan 27 N36°22.43' W97°47.29' at fld. 1149/8E.

GARFY NDB (LOM) 341 EI N36°16.50' W97°47.45' 353° 6.2 NM to fld. Unmonitored when twr closed.

ILS 108.3 I-EIU Rwy 35. LOM GARFY NDB. ILS unmonitored when tower closed.



ERICK

HADDOCK FLD (O13) 1 SW UTC-6(-5DT) N35°12.05' W99°53.86'

DALLAS-FT. WORTH

2097 NOTAM FILE MLC

RWY 17-35: H2650X35 (ASPH) S-4

AIRPORT REMARKS: Unattended. Rwy surface eroding and rough.

COMMUNICATIONS: CTAF 122.9

EUFAULA

EUFAULA MUNI (F08) 2 W UTC-6(-5DT) N35°17.76' W95°37.52'

DALLAS-FT. WORTH

635 B NOTAM FILE MLC

RWY 17-35: H3000X60 (ASPH) S-4 MIRL

RWY 17: Trees. RWY 35: Trees.

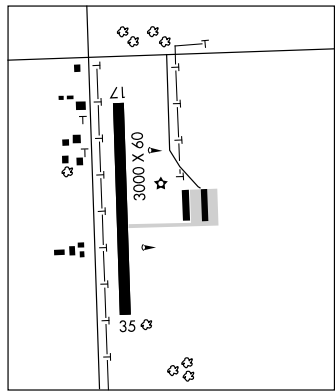
AIRPORT REMARKS: Unattended. Ultralghts on and invof arpt. Rotating bcn OTS indef. Rwy 17-35 severe raveling with loose aggregate on surface. MIRL Rwy 17-35 preset low ints, to incr ints, ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 008° 27.8 NM to fld. 820/8E. HIWAS.



LOC I-EIU

108.3

APP CRS

355°Rwy Idg **6249**TDZE **1152**Apt Elev **1167****ILS or LOC RWY 35**

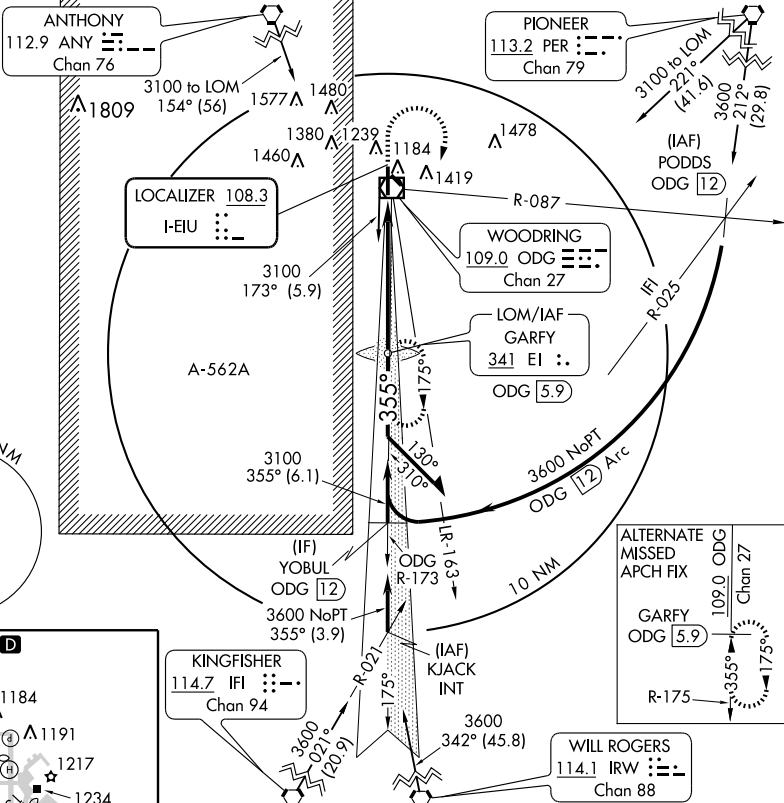
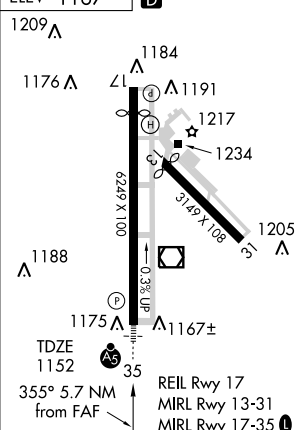
ENID WOODRING RGNL (WDG)

ADF required. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA/MDA 100 feet, S-LOC Cat C/D visibility and Circling Cat C visibility $\frac{1}{4}$ mile. For inoperative MALSR, when using Guthrie altimeter setting, increase S-ILS 35 all Cts visibility to 1 mile, S-LOC 35 Cat C visibility to $\frac{1}{4}$ and S-LOC Cat D visibility to $\frac{1}{2}$.

MALSR



MISSED APPROACH:
Climb to 2500 then climbing right turn to 3100 direct GARFY LOM and hold.

AWOS-3
120.625VANCE APP CON ★
119.775 346.325WOODRING TOWER ★
118.9 (CTAF) 0 257.95GND CON
121.925UNICOM
122.95ELEV **1167****D**

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ENID, OKLAHOMA

Amdt 5A 08APR10

CATEGORY			
S-ILS 35	A	B	C
S-LOC 35	A	B	C
CIRCLING	A	B	C

ENID WOODRING RGNL (WDG)

ILS or LOC RWY 35

36°23'N-97°47'W

WAAS CH 50213 W17A	APP CRS 175°	Rwy Idg 5638 TDZE 1165 Apt Elev 1167
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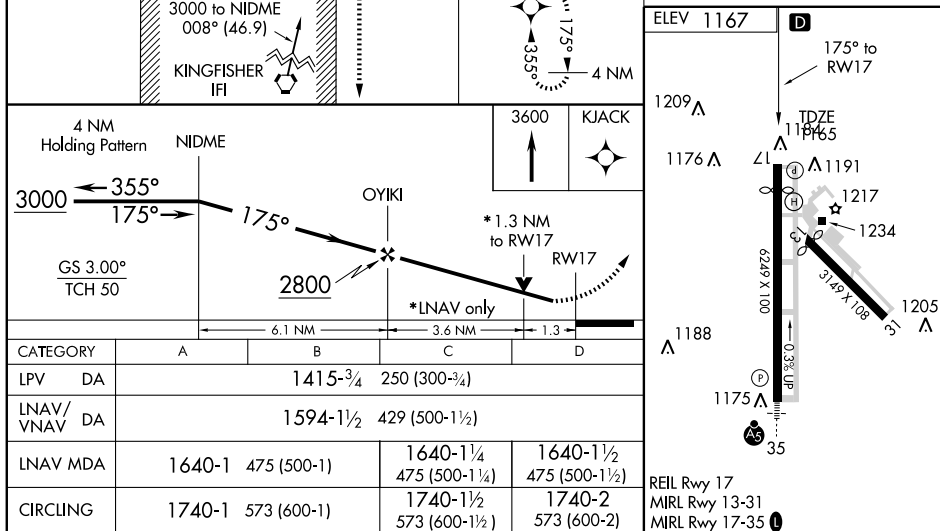
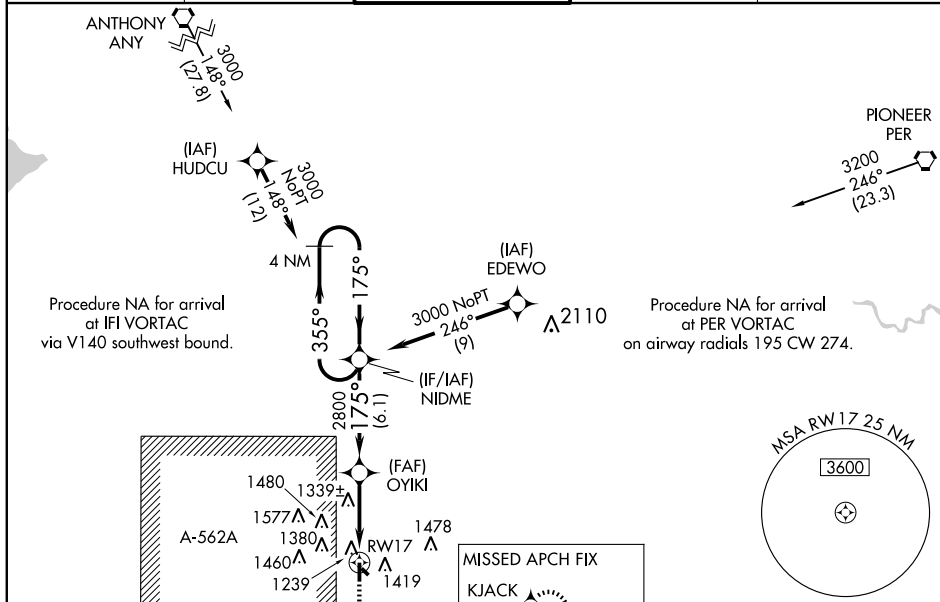
RNAV (GPS) RWY 17

ENID WOODRING RGNL (WDG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles, Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2¼ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

MISSED APPROACH:
Climb to 3600 direct KJACK and hold.

AWOS-3 120.625	VANCE APP CON ★ 119.775 346.325	WOODRING TOWER ★ 118.9 (CTAF) 0 257.95	GND CON 121.925	UNICOM 122.95
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WAAS CH 97413 W35A	APP CRS 355°	Rwy Idg TDZE 1152 Apt Elev 1167	6249 1152 1167
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RNAV (GPS) RWY 35

ENID WOODRING RGNL (WDG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility to 1½ miles, LNAV Cat C visibility to 1 mile and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1½ miles. For inoperative MALSR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1¾ miles and LNAV Cats C and D visibility to 1½ miles.

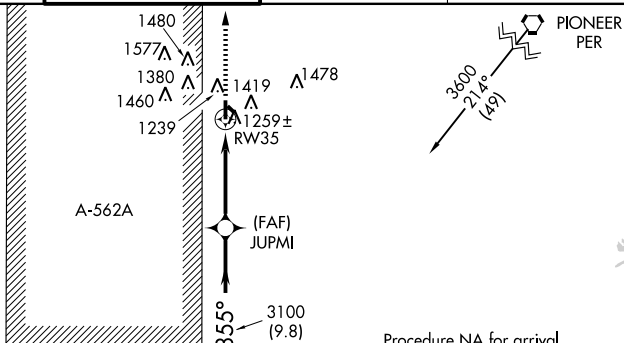
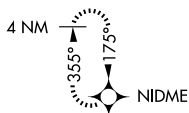
MALSR



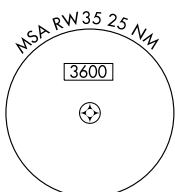
MISSED APPROACH:
Climb to 3000 direct
NIDME and hold.

AWOS-3 120.625	VANCE APP CON ★ 119.775 346.325	WOODRING TOWER ★ 118.9 (CTAF) 0 257.95	GND CON 121.925	UNICOM 122.95
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MISSED APCH FIX

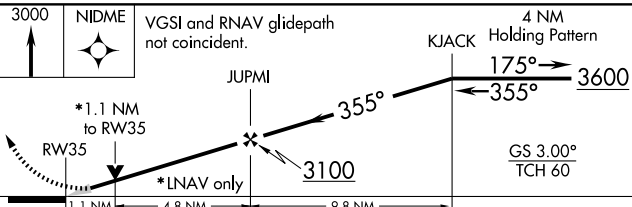
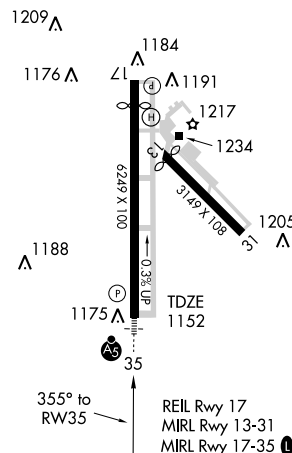


Procedure NA for arrival
at PER VORTAC
via V354 northbound.



ELEV 1167

D



CATEGORY	A	B	C	D
LPV DA	1352-½	200 (200-½)		
LNAV/VNAV DA	1541-¾	389 (400-¾)		
LNAV MDA	1560-½ 408 (400-½)	1560-¾ 408 (400-¾)	1560-1 408 (400-1)	
CIRCLING	1740-1 573 (600-1)	1740-1½ 573 (600-1½)	1740-2 573 (600-2)	

VOR/DME ODG
109.0
Chan 27

APP CRS
167°

Rwy Idg
TDZE
Apt Elev

5638
1165
1167

VOR RWY 17

ENID WOODRING RGNL (WDG)

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3
120.625

VANCE APP CON ★
119.775 378.8

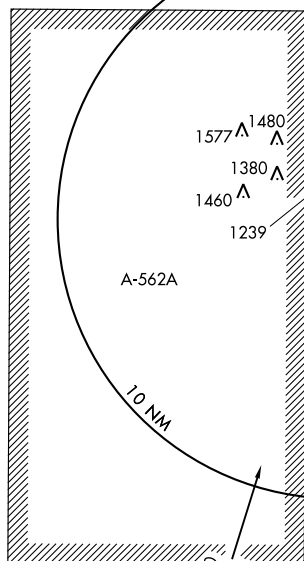
WOODRING TOWER ★
118.9 (CTAF) 0 257.95

GND CON
121.925

UNICOM
122.95

ANTHONY
112.9 ANY ---
Chan 76

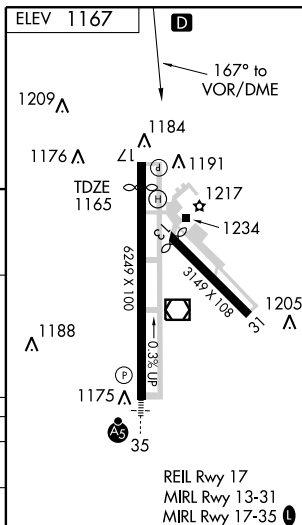
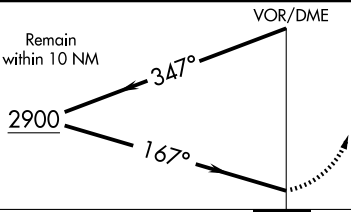
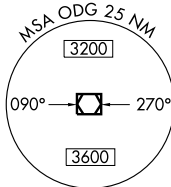
PIONEER
113.2 PER ---
Chan 79



IAF
WOODRING
109.0 ODG ---
Chan 27

WILL ROGERS
114.1 IRW ---
Chan 88

KINGFISHER
114.7 IFI ---
Chan 94



CATEGORY	A	B	C	D
S-17	1800-1 635 (700-1)		1800-1¾ 635 (700-1¾)	1800-2 635 (700-2)
CIRCLING	1800-1 633 (700-1)		1800-1¾ 633 (700-1¾)	1800-2 633 (700-2)

VOR/DME ODG
109.0
Chan 27

APP CRS
357°

Rwy Idg
TDZE
Apt Elev
6249
1152
1167

VOR RWY 35

ENID WOODRING RGNL (WDG)

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-35 Cat C/D visibility and Circling Cat C visibility ¼ mile. VDP NA when using Guthrie altimeter setting.

MALSR
AS

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3
120.625

VANCE APP CON ★
119.775 346.325

WOODRING TOWER ★
118.9 (CTAF) 0 257.95

GND CON
121.925

UNICOM
122.95

2025

Λ

3000
151°
(50.5)

ANTHONY
112.9 ANY
Chan 76

3000
228°
(37.7)

PIONEER
113.2 PER
Chan 79

1480
1577
1380
1460

A-562A

10 NM

IAF
WOODRING
109.0 ODG
Chan 27

1239
1419
1289±
177°
357°
132°
312°

WILL ROGERS
114.1 IRW
Chan 88

MSA ODG 25 NM

3200

090° 270°

3600

KINGFISHER
114.7 IFI
Chan 94

3000
008°
(35.6)

3600
345°
(61.4)

ELEV 1167

1209 Λ

1176 Λ

1184

1191

1217

1234

1205

1188

1175

35

TDZE 1152

357° to VOR/DME

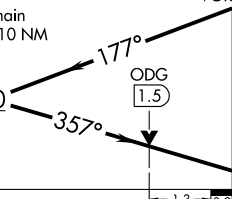
REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35

Remain within 10 NM

2800



3000

ODG

1.5

1.3

0.2

CATEGORY	A	B	C	D
S-35	1600-½ 448 (500-½)		1600-¾ 448 (500-¾)	1600-1 448 (500-1)
CIRCLING	1740-1 573 (600-1)		1740-½ 573 (600-½)	1740-2 573 (600-2)

ENID, OKLAHOMA

Amdt 14A 08APR10

36°23'N-97°47'W

ENID WOODRING RGNL (WDG)

VOR RWY 35

FOUNTAINHEAD LODGE AIRPARK

(ØF7) 6 N UTC-6(-5DT) N35°23.32' W95°36.02'

DALLAS-FT. WORTH

L-15E

670 B NOTAM FILE MLC

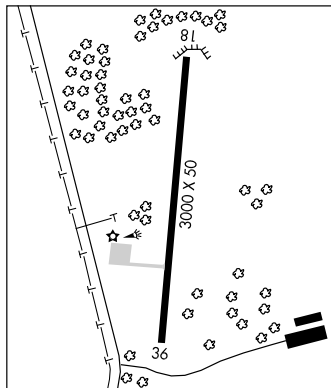
RWY 18-36: H3000X50 (ASPH) S-8 MIRL

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof rwy. Rotating bcn
OTS indef. ACTIVATE MIRL Rwy 18-36-122.8.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'
W95°46.94' 007° 33.5 NM to fld. 820/8E. HIWAS.

**FAIRVIEW MUNI**

(6K4) 1 N UTC-6(-5DT) N36°17.41' W98°28.55'

WICHITA

1272 B S2 FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3620X60 (ASPH) S-4 MIRL

RWY 35: Trees.

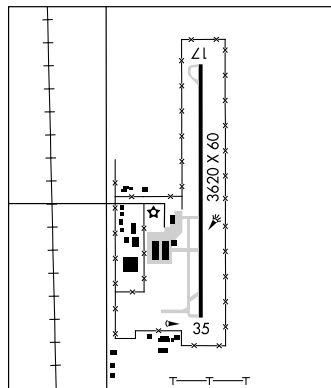
AIRPORT REMARKS: Attended Mon-Sat dalgt hours.**COMMUNICATIONS:** CTAF/UNICOM 122.8

- ® VANCE APP/DEP CON 120.525 (1 Mar-31 Oct) Mon-Fri 1300-0200Z+,
(1 Nov-28 Feb) Mon-Fri 1300-0100Z+, (1 Mar-31 Oct) Sun
2100-0100Z+, (1 Nov-28 Feb) Sun 1900-2300Z+, clsd Sat
and Federal holidays. Other times by NOTAM.

- ® KANSAS CITY CENTER APP/DEP CON 127.8 (1 Mar-31 Oct) Mon-Fri
0200-1300Z+, (1 Nov-28 Feb) Mon-Fri 0100-1300Z+,
(1 Mar-31 Oct) Sun 0100-2100Z+, (1 Nov-28 Feb) Sun
2300-1900Z+, 24 hrs Sat and Federal holidays.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'
W98°00.24' 313° 37.0 NM to fld. 1110/9E.



WICHITA

L-15D

IAP

FALCONHEAD

(See BURNEYVILLE)

FORT SILL

(See HENRY POST AAF)

FOSSI N35°27.04' W99°12.09' NOTAM FILE CSM.

DALLAS-FT. WORTH

NDB (MHW/LOM) 393 BZ 172° 6.6 NM to Clinton-Sherman.

L-15C

Unmonitored when Clinton-Sherman tower clsd.

FOUNTAINHEAD LODGE AIRPARK

(See EUFAULA)

APP CRS
174°

Rwy Idg	3620
TDZE	1272
Apt Elev	1272

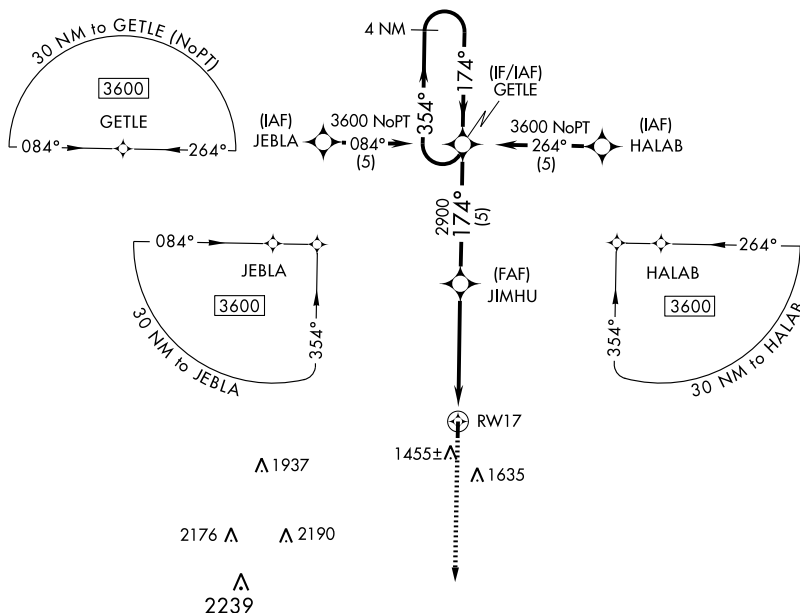
RNAV (GPS) RWY 17
FAIRVIEW MUNI (6K4)

Use Vance AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct CINOL WP and hold.

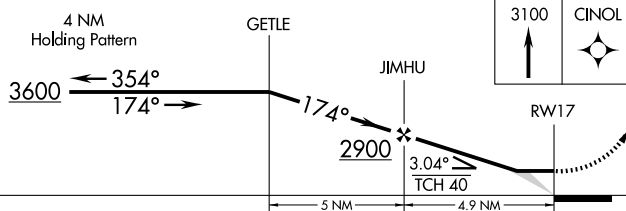
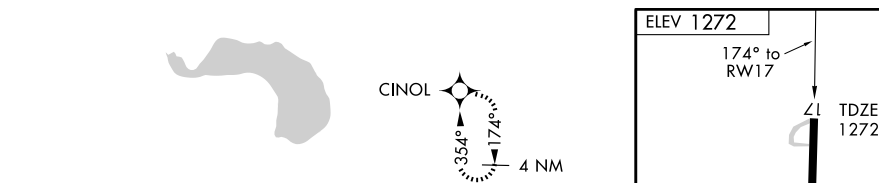
VANCE APP CON ★
120,525 244,875

UNICOM
122.8 (CTAF)

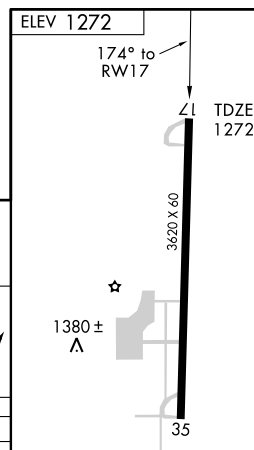


SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1.23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LNAV MDA	1800-1	528 (600-1)	1800-1½ 528 (600-1½)	NA
CIRCLING	1880-1	608 (700-1)	2020-2¼ 748 (800-2¼)	NA



MIRL Rwy 17-35

HENRY POST AAF (FORT SILL) (FSI)(KFSI) A 1 SE UTC-6(-5DT) N34°38.99' W98°24.13' **DALLAS-FT. WORTH**
 1189 B TPA—See Remarks NOTAM FILE FSI Not insp. **H-6H, L-17C**
Rwy 17-35: H5001X200 (CONC) PCN 61 R/B/W/T HIRL **DIAP**
Rwy 17: PAPI(P4L)—GA 3.0° TCH 42'. **Rwy 35:** SALS.
MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 17 on 124.95.Apch and rwy lgt opr on reg to twr or app. **FUEL** J8. Refuel
 svc avbl 24 hr, ctc Base OPS DSN 639-5808/6160 or C580-442-5808/6160. Other times C580-695-1403.
 45 min delay without prior notice. **OIL** O-156 **TRAN ALERT** Limited tran svc during normal Base OPS hr,
 hangar, towing and tie down equipment avbl for acft under 18,000 lbs.
MILITARY REMARKS: RSTD 24 hr PPR all full stop acft. DSN 639-5808/6160 or C580-442-5808/6160. **TFC PAT**
 TPA—rotary wing 1898(709), fixed wing 2698(1509). **CAUTION** Diagonal Twy C lgts OTS between rwy and parallel
 twys. **MISC** Base OPS opr Mon-Fri except holidays 1300-0400Z†, DSN 639-5808/6160, C580-442-5808/
 6160. Wx DSN 639-4000/4887, C580-442-4000/4887. Weather forecast avbl Mon-Fri 1200-0400Z† except
 holidays. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775, C318-456-4775, Toll Free
 1-866-223-2398, HTTPS://260WS.Barksdale.AF.MIL/. Wx obsn automated continuously. Wx obsn augmented
 (as required) during hrs Wx forecast avbl. Wx obsn visibility ltd to 0.25 SM N and NE when sfc wx obsn visibility
 sensor augmented. KFSI AUTO Wx Obsn (voice message) 24 hrs DSN 639-7021, C580-442-7021. All inbound
 VIP acft ctc PTD 20 min prior landing, fax DSN 639-7928/5643. Winds are accurate to within only +/- 4 kts.
COMMUNICATIONS: ATIS 135.425 354.025 **PTD** 123.05 376.7
(R) RCT SILL APP/DEP CON 120.55 322.4 (S Sector) 127.3 307.275 (N Sector) 118.6 290.375 (Duncan Sector VFR ft
 following avbl)
POST TOWER 124.95 229.4 (Mon-Fri 1300-0400Z†, except holidays) **POST GND CON/CLNC DEL** 121.7 279.575
PMSV METRO 306.5 (Svc avbl Mon-Fri 1200-0400Z†, except holidays)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAW.
LAWTON (L) VORW/DME 109.4 LAW Chan 31 N34°29.77' W98°24.79' 354° 9.2 NM to fld. 1104/9E.
POST NDB (MHW) 425 PFL N34°36.53' W98°24.23' 354° 2.5 NM to fld. NOTAM FILE MLC.
TRAIL NDB (MHW) 388 OFZ N34°46.88' W98°24.14' 171° 7.9 NM to fld. NOTAM FILE MLC.
ASP/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

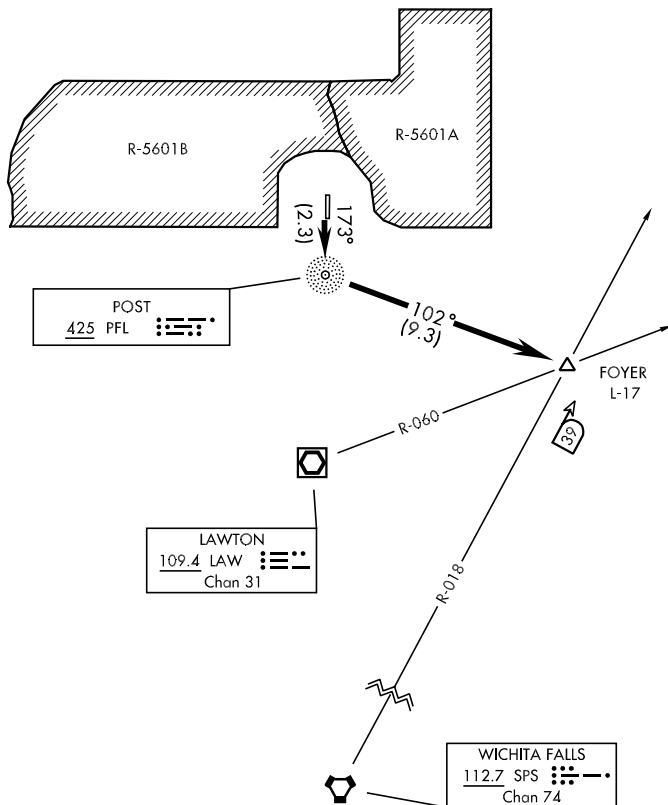
HINTON MUNI (208) 2 NE UTC-6(-5DT) N35°30.43' W98°20.54' **DALLAS-FT. WORTH**
 1587 B **FUEL** 100LL NOTAM FILE MLC **L-15D**
Rwy 17-35: H4000X60 (ASPH) MIRL **IAP**
Rwy 17: PAPI(P2L)—GA 3.0° TCH 40'. **Rwy 35:** PAPI(P2L)—GA 3.0° TCH 40'.
AIRPORT REMARKS: Attended May-Sep 1400-2300Z†, Oct-Apr 1500-0000Z†. Fuel avbl 24 hrs with automated credit
 card system. Parachute Jumping. Parachute jumping and glider activity on and invof arpt. Rwy 17 and Rwy 35
 PAPI OTS indef.
COMMUNICATIONS: CTAF/UNICOM 123.05
FORT WORTH CENTER APP/DEP CON 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.
WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 284° 37.0 NM to fld.
 1230/7E. **HIWAS.**

FOYER-TWO DEPARTURE (FOYER2•FOYER)

FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025
 CLNC DEL
 121.7 279.575
 GND CON
 121.7 279.575
 POST TOWER ★
 124.95 229.4
 FT SILL DEP CON
 120.55 307.275



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

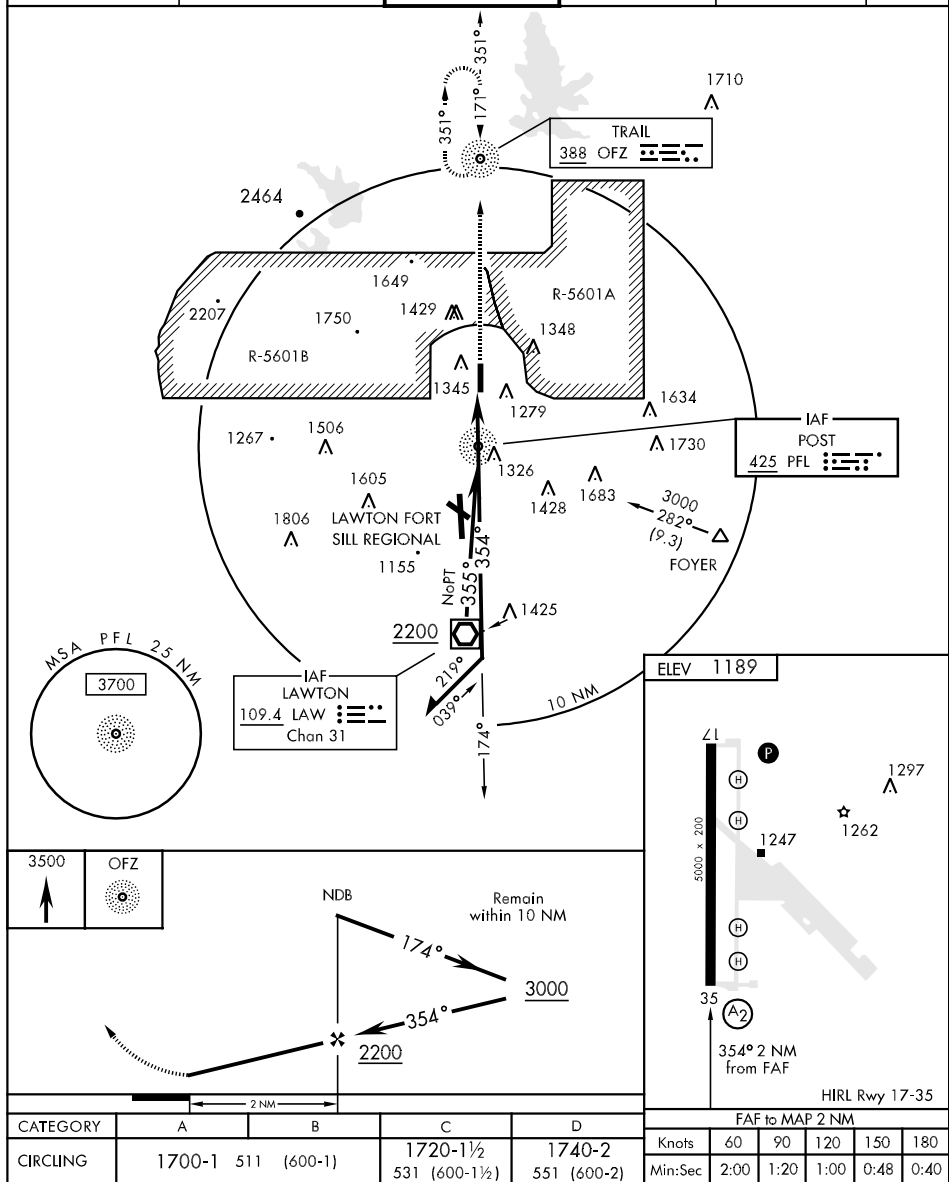
NDB PFL 425	APCH CRS 354°	Rwy Idg 5000 TDZE N/A Arpt Elev 1189	AL-230 [USA]	NDB-A HENRY POST AAF (KFSI)
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When local altimeter setting not received,
use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

ATIS 135.425 354.025	FORT SILL APP CON N127.3 307.275 S120.55	POST TOWER ★ 124.95 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
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FORT SILL, OKLAHOMA

34° 39'N-98° 24'W

HENRY POST AAF (KFSI)

Orig 10210

NDB-A

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

NDB OFZ 388	APCH CRS 171°	Rwy Idg 5000 TDZE 1189 Arpt Elev 1189
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AL-230 [USA]

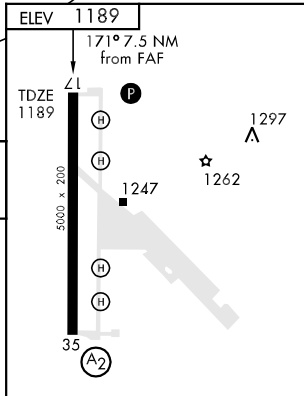
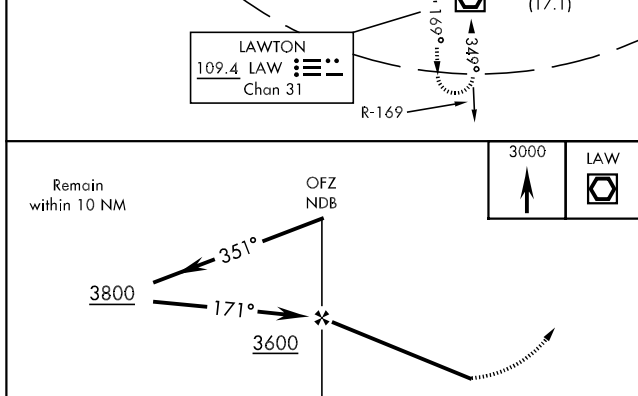
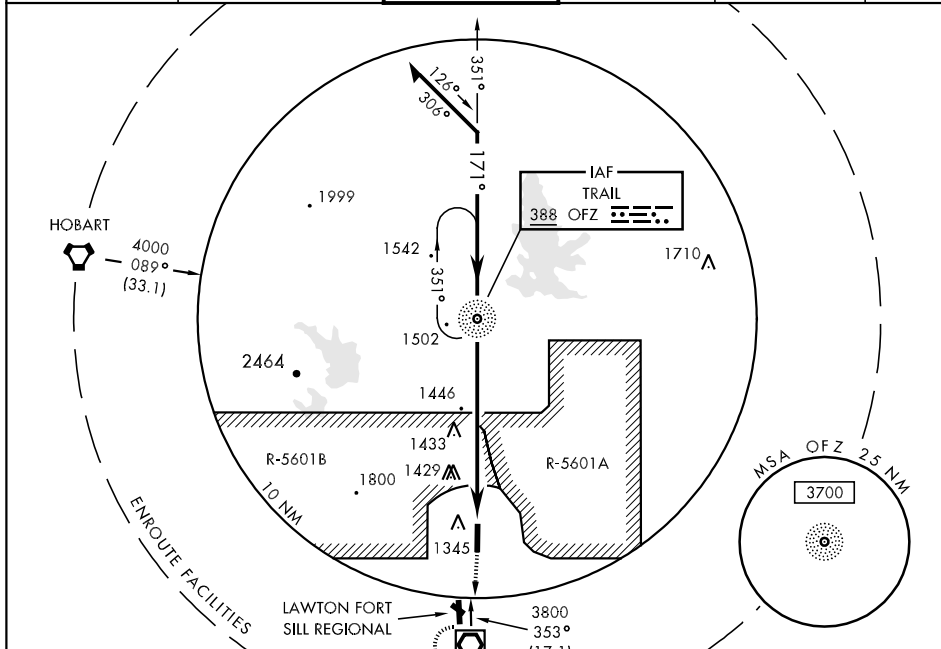
HENRY POST AAF (KFSI)



When local altimeter setting not received,
use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb straight ahead
to 3000 direct to LAW VOR/DME and hold.

ATIS 135.425 354.025	FORT SILL APP CON N127.3 307.275 S120.55	POST TOWER ★ 124.95 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
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CATEGORY	A	B	C	D
S-17	1780-1	591 (600-1)	1780-1½ 591 (600-1½)	1780-1¾ 591 (600-1¾)
CIRCLING	1780-1	591 (600-1)	1780-1½ 591 (600-1½)	1780-2 591 (600-2)

HIRL Rwy 17-35

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

FORT SILL, OKLAHOMA

34° 39' N-98° 24' W

HENRY POST AAF (KFSI)

Amdt 9 10210

NDB RWY 17

SC-1, 23 SEP 2010 to 21 OCT 2010

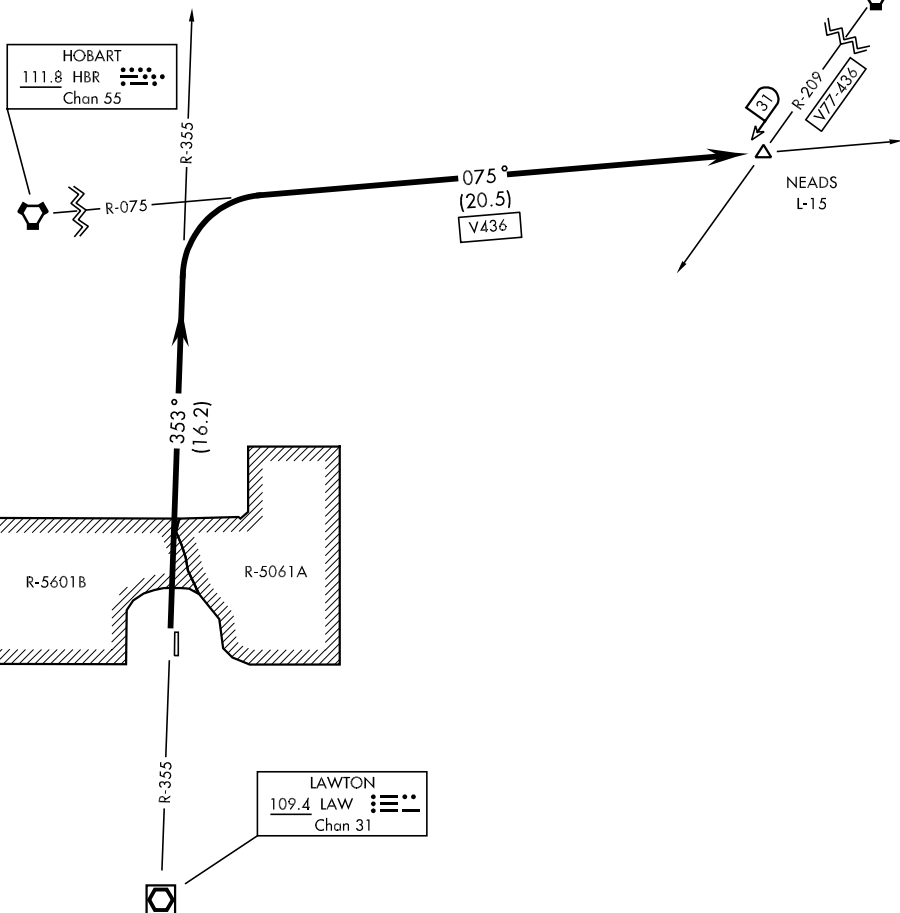
SC-1, 23 SEP 2010 to 21 OCT 2010

NEADS-ONE DEPARTURE (NEADS1 • NEADS)

FORT SILL, OKLAHOMA

ATIS 135.425 354.025
 CLNC DEL
 121.7 279.575
 GND CON
 121.7 279.575
 POST TOWER★
 124.95 229.4
 FT SILL DEP CON
 120.55 307.275

SL-230 [USA]



DEPARTURE ROUTE DESCRIPTION

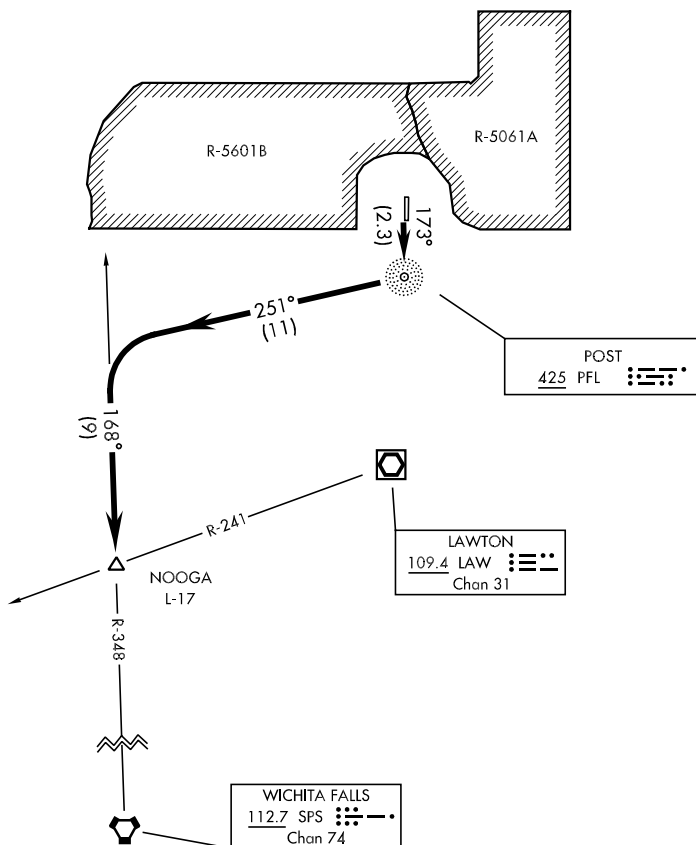
Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT,
 maintain (assigned altitude).

NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025
 CLNC DEL
 121.7 279.575
 GND CON
 121.7 279.575
 POST TOWER ★
 124.95 229.4
 FT SILL DEP CON
 120.55 307.275



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA
 HENRY POST AAF (KFSI)

APCH CRS 172°	Rwy Idg TDZE 1189	5000 Arpt Elev 1189
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AL-230 [USA]

HENRY POST AAF (KFSI)



When local altimeter setting not received,
use Lawton-Fort Sill Rgnl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

ATIS
135.425 354.025

FORT SILL APP CON
N127.3 307.275
S120.55

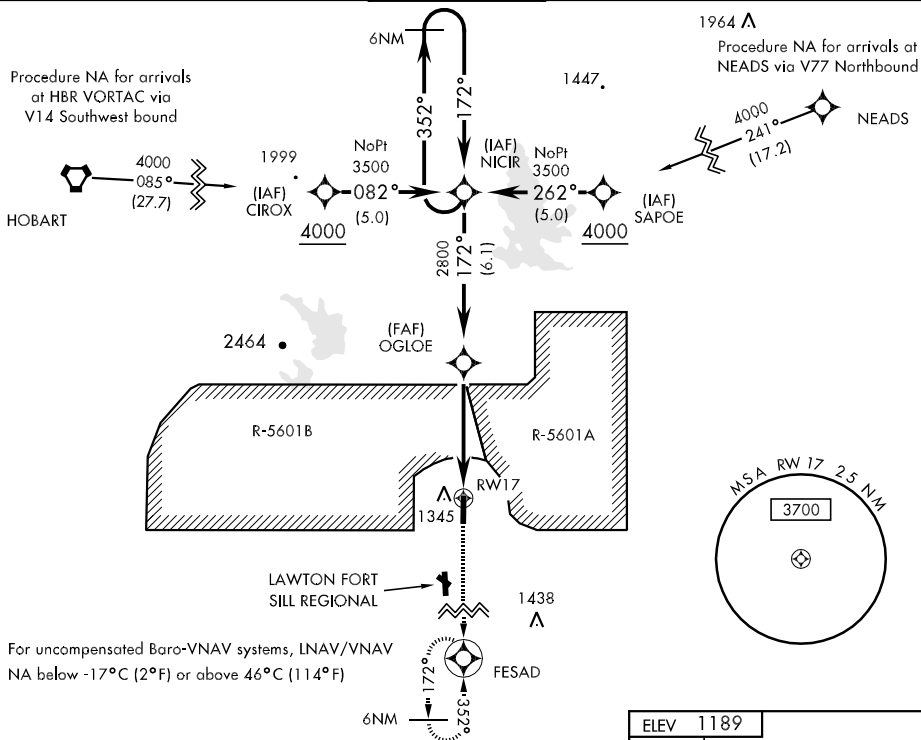
POST TOWER ★
124.95 229.4

GND CON
121.7 279.575

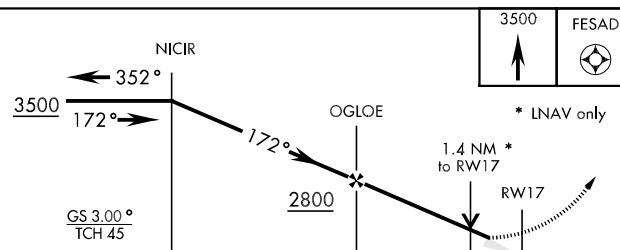
CLNC DEL
121.7 279.575

ASR/PAR

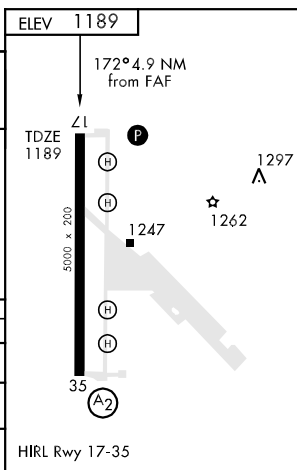
Procedure NA for arrivals
at HBR VORTAC via
V14 Southwest bound



For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C (2°F) or above 46°C (114°F)



CATEGORY	A	B	C	D
LNAV/VNAV DA	1742-2		553	(600-2)
LNAV MDA	1680-1	491 (500-1)	1680-1½ 491 (500-1½)	1680-1½ 491 (500-1½)
CIRCLING	1700-1	511 (600-1)	1720-1½ 531 (600-1½)	1740-2 551 (600-2)



APCH CRS 352°	Rwy Idg TDZE 1187 Arpt Elev 1189
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AL-230 [USA]

HENRY POST AAF (KFSI)



- * When ALS inop, increase CAT ABCD vis to 1¼ miles.
 ** When ALS inop, increase CAT AB vis to 1 mile,
 CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

SALS

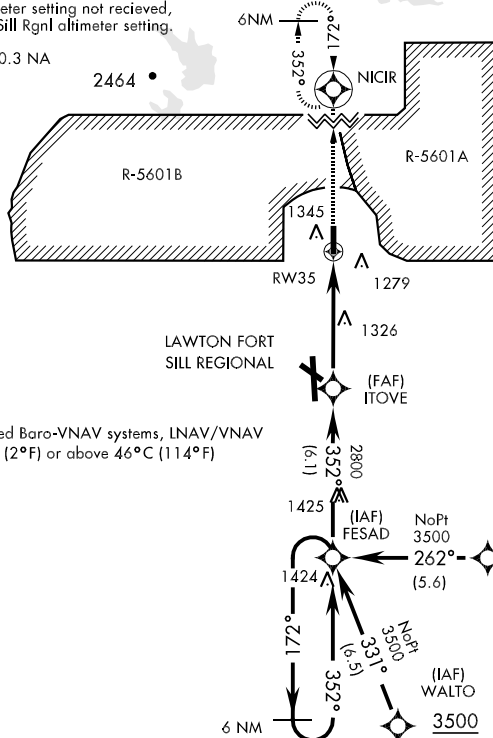


MISSED APPROACH: Climb to
3500 direct NICIR and hold.

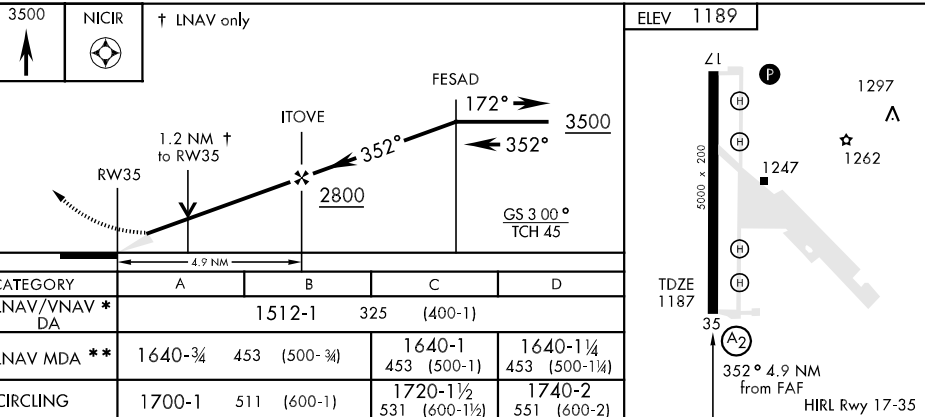
ATIS 135.425 354.025	FORT SILL APP CON N127.3 307.275 S120.55	POST TOWER * 124.95 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
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When local altimeter setting not received,
use Lawton-Fort Sill Rgnl altimeter setting.

DME/DME RNP-0.3 NA



For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C (2°F) or above 46°C (114°F)



VOR/DME LAW 109.4 Chan 31	APCH CRS 174°	Rwy Idg 5000 TDZE 1189 Arpt Elev 1189
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AL-230 [USA]

HENRY POST AAF (KFSI)

T Radar required for holding above 6000',
or speeds greater than 175 KIAS.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS
135.425 354.025

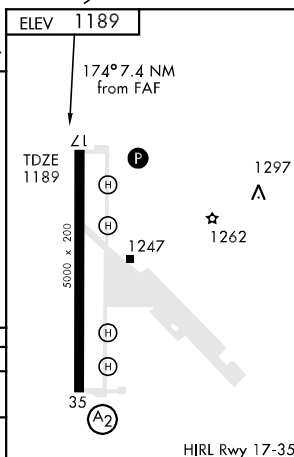
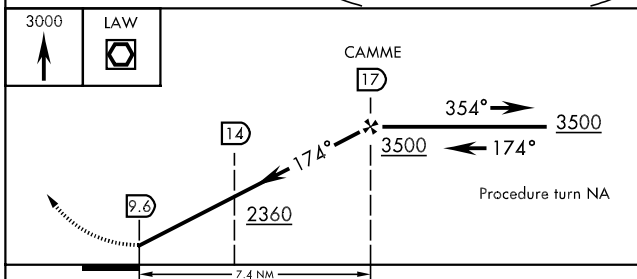
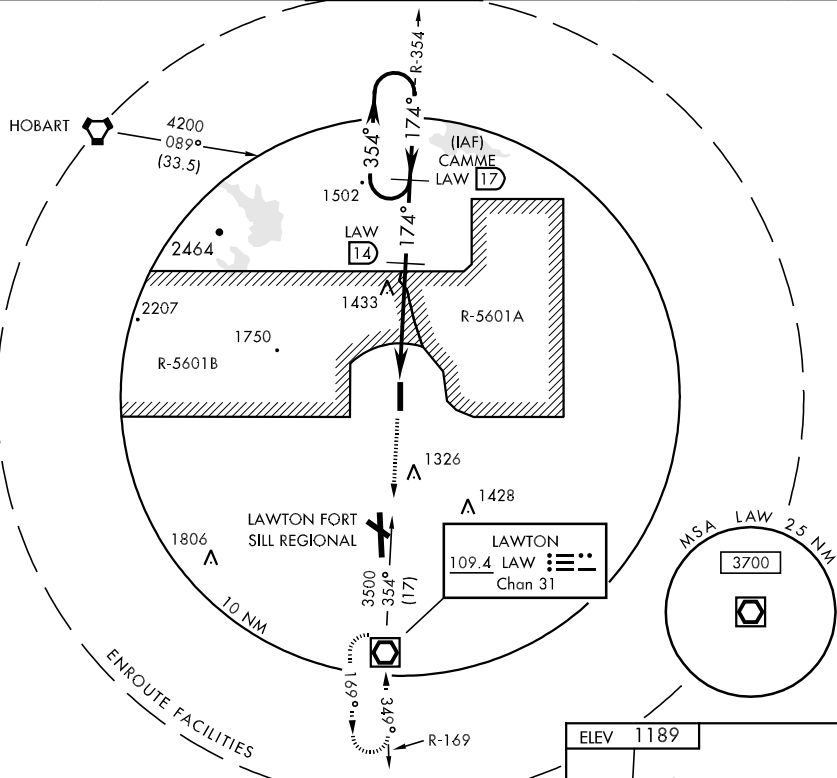
FORT SILL APP CON
 N127.3 307.275
 S120.55

POST TOWER ★
124.95 229.4

GND CON
121.7 279.5

CLNC DEL
121.7 279.575

ASR/PAR



FORT SILL, OKLAHOMA

34° 39'N-98° 24'W

HENRY POST AAF (KFSI)

Orig-A 10210

VOR/DME RWY 17

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1.23 SEP 2010 to 21 OCT 2010

VOR/DME LAW
109.4
Chan 31

APCH CRS
355°

Rwy Idg 5000
TDZE 1187
Arpt Elev 1189

AL-230 [USA]

HENRY POST AAF (KFSI)



MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

ATIS
135.425 354.025

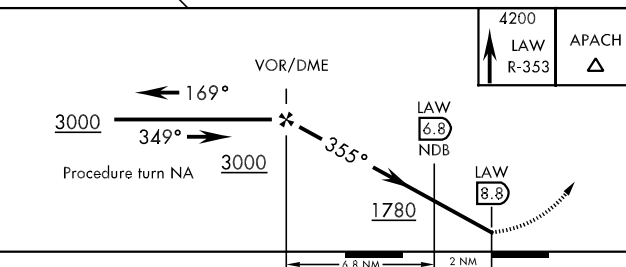
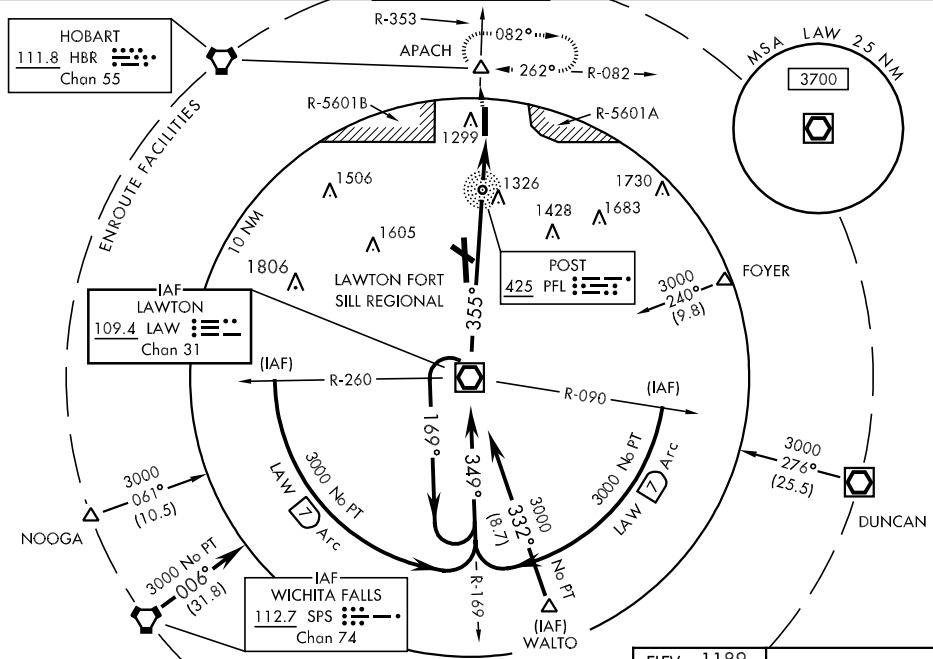
FORT SILL APP CON
N127.3 307.275
S120.55

POST TOWER ★
124.95 229.4

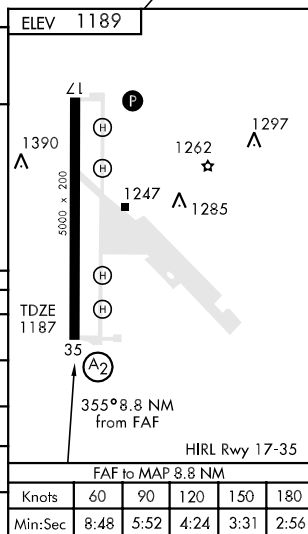
GND CON
121.7 279.575

CLNC DEL
121.7 279.575

ASR/PAR



CATEGORY	A	B	C	D
S-35	1780/40 593 (600-34)		1780/60 593 (600-1½)	1780-1½ 593 (600-1½)
CIRCLING	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-2 591 (600-2)
DME/PFL NDB MINIMUMS				
S-35	1640/40 453 (500-34)		1640/50 453 (500-1)	1640/60 453 (500-1½)
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1740-2 551 (600-2)



FREDERICK RGNL (FDR) 3 SE UTC-6(-5DT) N34°21.13' W98°59.03'

DALLAS-FT. WORTH

1258 B FUEL 100LL, JET A NOTAM FILE FDR

H-6H, L-17B

RWY 17-35: H6099X150 (ASPH) S-35, D-50, 2D-100 MIRL 0.3% up N

IAP

RWY 17: PAPI(P4L). TCH 40'. Road. RWY 35: PAPI(P4L). TCH 40'.

RWY 03-21: H4812X60 (CONC) S-30 0.4% up NE

RWY 21: Road.

RWY 12-30: H4578X75 (CONC) S-30

RWY 30: Road.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For fuel after hrs call 580-335-1948. Rwy

12-30 marked to 75' wide, pavement 150' wide. Rwy 12-30 moderate cracking and deterioration. Rwy 03-21

marked to 60' wide, pavement 150' wide. Rwy 03-21 moderate cracking and deterioration. Arpt used as

Sheppard AFB auxiliary: military tfc dalgt Mon-Fri. Ctc UNICOM for advisory. Military tfc will use rgt 360°

overhead apchs to Rwy 17. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: ASOS 132.675 (580) 335-7591.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **ALTUS APP/DEP CON** 125.1 (Mon-Fri 1430-0830Z† except Federal hols)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24' W98°35.61' 308° 29.2 NM to fld. 1100/10E.

FREEDOM MUNI (K77) 1 SE UTC-6(-5DT) N36°45.51' W99°06.12'

WICHITA

1517 NOTAM FILE MLC

L-15C

RWY 12-30: H3000X35 (ASPH)

RWY 12: Trees. RWY 30: Trees.

AIRPORT REMARKS: Unattended. Rwy 12-30 edges/thlds unstable. First

300' of Rwy 30 end covered in grass. Broken asph chunks, rocks,

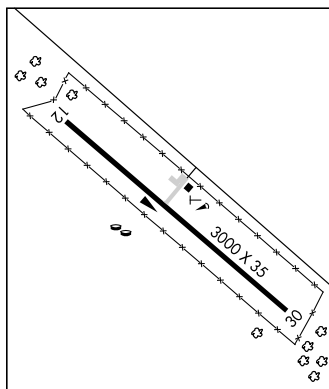
and tall grass on entire surface.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 046° 45.1 NM to fld. 2430/10E. HIWAS.



GAGE (GAG) 2 SW UTC-6(-5DT) N36°17.73' W99°46.59'

WICHITA

2223 B NOTAM FILE GAG

H-6H, L-15C

RWY 17-35: H5415X100 (ASPH-PFC) S-4 LIRL (NSTD)

AIRPORT REMARKS: Unattended. Arpt CLOSED to jet acft over 12,500

lbs. Ultralight activity on and invof arpt. Rwy 17-35, Severe block

and alligator cracking with potholes and severe grass

encroachment. Rwy 17-35 NSTD LIRL, lgts +30' from edge of rwy.

ACTIVATE NSTD LIRL Rwy 17-35—123.0.

WEATHER DATA SOURCES: ASOS 128.625 (580) 923-7581. HIWAS 115.6

GAG.

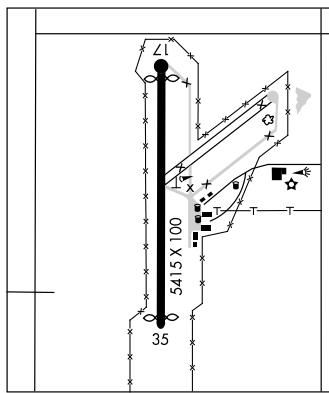
COMMUNICATIONS: CTAF 122.9

RCO 122.55 (MC ALESTER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 110° 5.8 NM to fld. 2430/10E. HIWAS.



WAAS CH 56419 W35A	APP CRS 353°	Rwy Idg TDZE 1238 Apt Elev 1258
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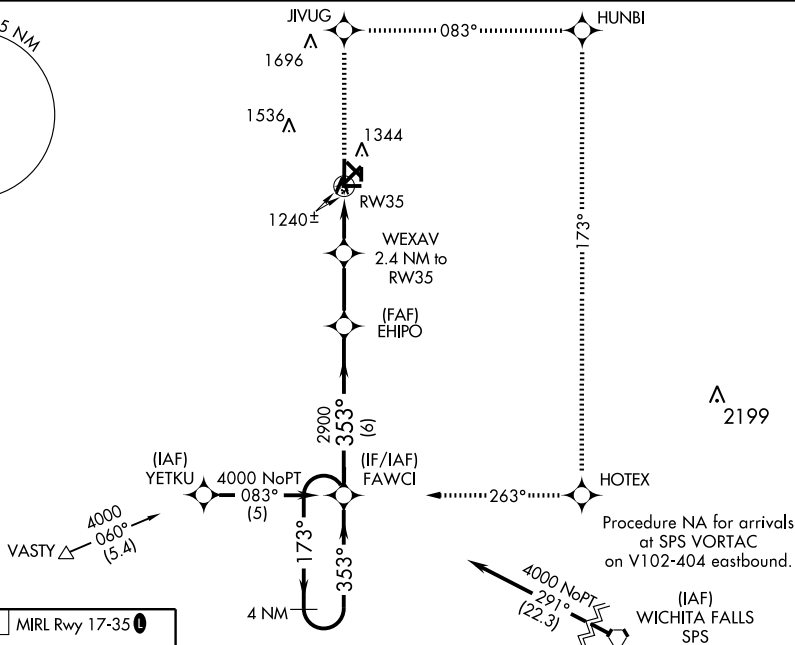
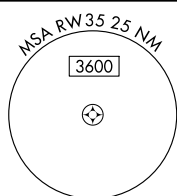
RNAV (GPS) RWY 35

FREDERICK RGNL (FDR)

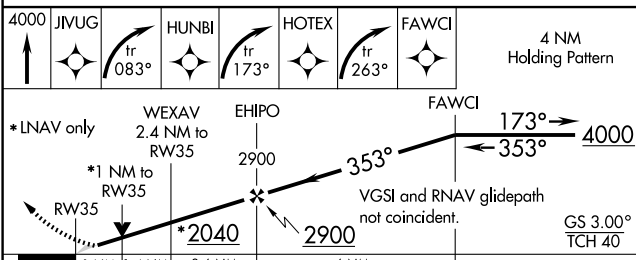
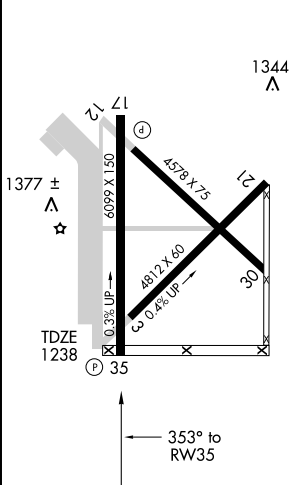
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

ASOS 132.675	ALTUS APP CON ★ 125.1 257.725	UNICOM 123.05 (CTAF) 0
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ELEV 1258 MRL Rwy 17-35 0



CATEGORY	A	B	C	D
LPV DA	1438-¾ 200 (200-¾)			
LNAV/VNAV DA	1500-1 262 (300-1)			
LNAV MDA	1600-1 362 (400-1)			
CIRCLING	1700-1 442 (500-1)	1720-1 462 (500-1)	1780-1½ 522 (600-1½)	1880-2 622 (700-2)

GALLY N35°17.70' W97°35.32' NOTAM FILE OKC.
NDB (LOM) 350 RG 347° 5.9 NM to Will Rogers World.

DALLAS—FT WORTH

GARFY N36°16.50' W97°47.45' NOTAM FILE WDG.
NDB (LOM) 341 EI 353° 6.2 NM to Enid Woodring Rgnl. Unmonitored when twr closed.

WICHITA

GLENPOOL N35°55.25' W95°58.12' NOTAM FILE RVS.
(T) VORW/DME 110.6 GNP Chan 43 348° 7.2 NM to Richard Lloyd Jones Jr. 810/6E.

DALLAS—FT. WORTH

L-15E

GOLDSBY

DAVID JAY PERRY (1K4) 1 NE UTC-6(-5DT) N35°09.30' W97°28.22'

DALLAS—FT. WORTH

1168 B S2 FUEL 100LL NOTAM FILE MLC

L-15D

RWY 13-31: H3006X60 (CONC-GRVD) S-30 MIRL 0.4% up NW

IAP

RWY 13: Trees. RWY 31: Trees.

RWY 17-35: H1803X60 (ASPH) S-4 0.4% up N

RWY 17: Trees. RWY 35: Trees.

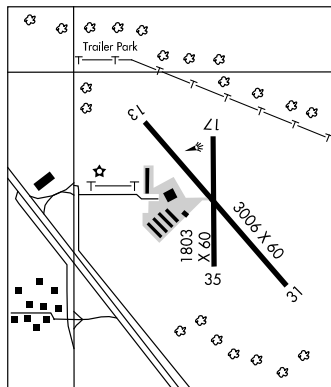
AIRPORT REMARKS: Attended Mon-Fri 1600-2200Z+. 24 hour automated fuel servicing system. Coyotes on and in/ov rwy. Ultralight activity on and in/ov arpt. Intensive student training dalgt hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7

® OKE CITY APP/DEP CON 120.45

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 144° 14 NM to fld. 1230/7E. HIWAS.



GRANDFIELD MUNI (101) 3 W UTC-6(-5DT) N34°14.26' W98°44.52'

DALLAS—FT. WORTH

1128 B S4 FUEL 100LL NOTAM FILE MLC

L-17B

RWY 17-35: H3100X75 (ASPH) S-11 MIRL

RWY 17: Fence. RWY 35: Fence.

RWY 08-26: H1540X75 (ASPH)

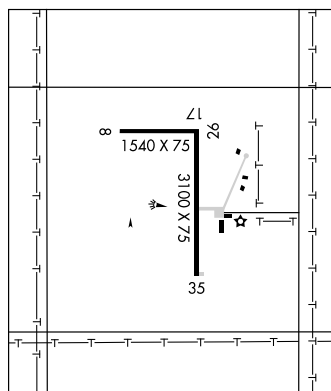
RWY 08: Fence. RWY 26: Fence.

AIRPORT REMARKS: Unattended. Parachute Jumping. For fuel call 580-479-5215 Mon-Fri 1400-2230Z+, 580-479-5274 nights and weekends. Tower 1073' AGL 12,000' south southeast of arpt. Tower 1059' AGL 8,500' southeast of arpt. Rotating bcn OTS indef. Rwy 17-35 MIRL OTS indef. ACTIVATE MIRL RWY 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.

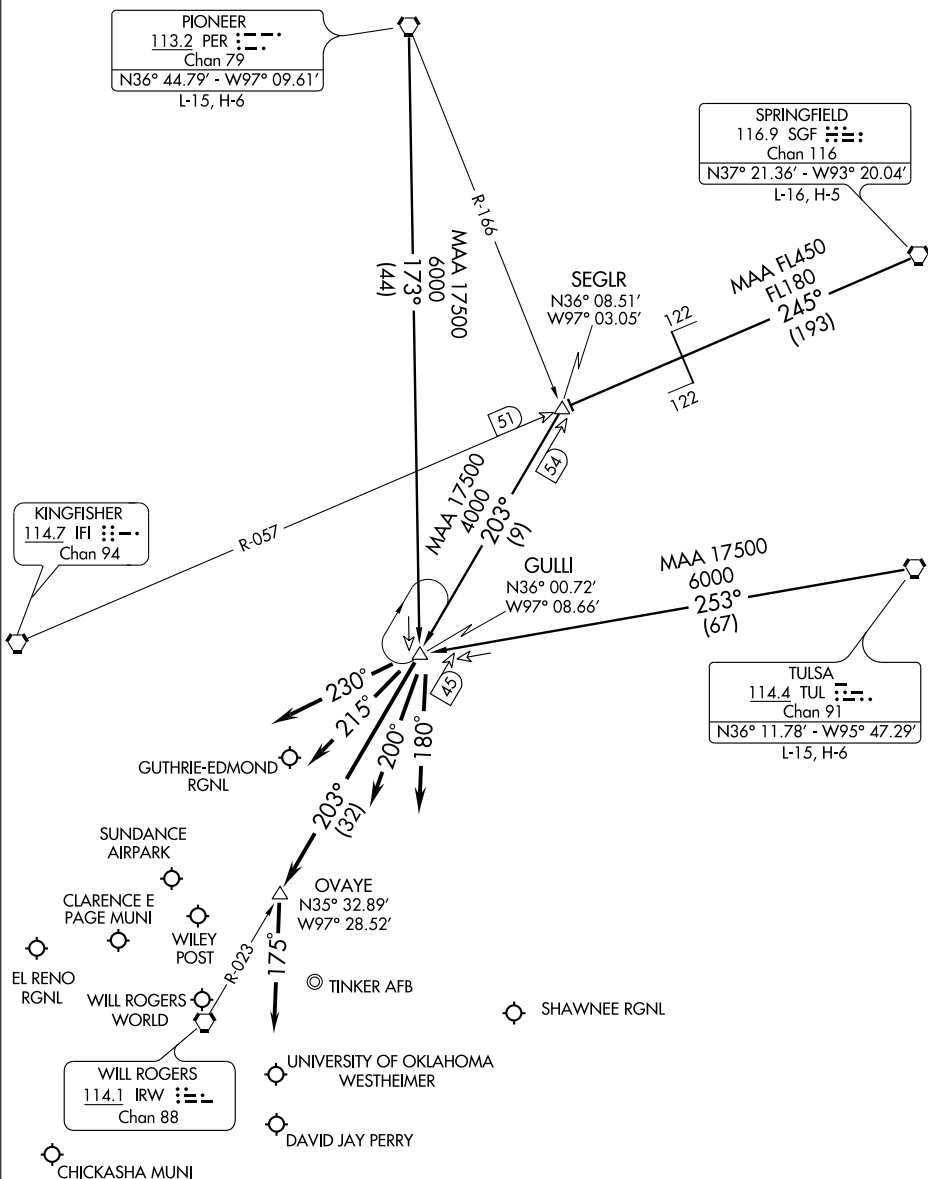
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24' W98°35.61' 324° 16.7 NM to fld. 1100/10E.



GRAND LAKE RGNL (See AFTON)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

APP CRS
311°

Rwy Idg	3006
TDZE	1167
Apt Elev	1168

RNAV (GPS) RWY 31
GOLDSBY/DAVID JAY PERRY (1K4)

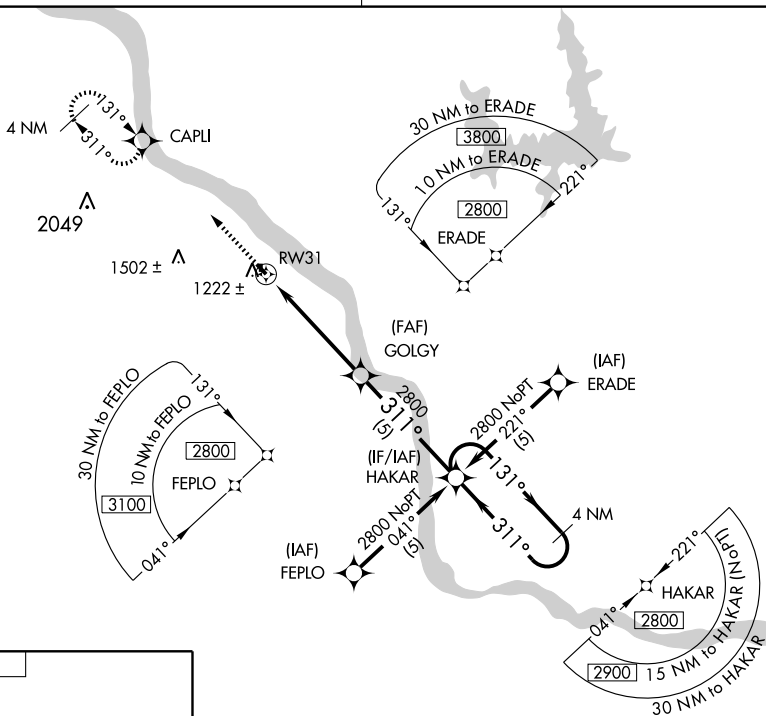
A NA

Use Will Rogers World altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO VNAV NA.

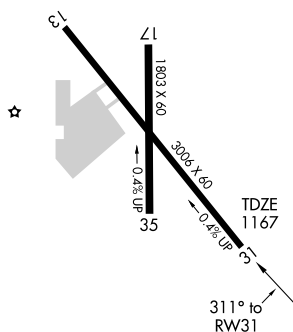
MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold.

OKE CITY APP CON
120,45 288,325

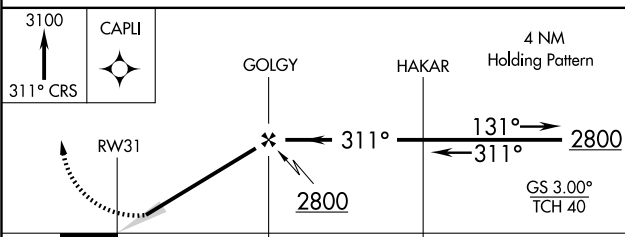
UNICOM
122.7 (CTAF)



ELEV 1168



MIRL Rwy 13-31



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1520-1¼ 353 (400-1½)			NA
LNAV MDA	1540-1 373 (400-1)			NA
CIRCLING	1660-1¼ 492 (500-1¼)	1700-1¼ 532 (600-1¼)	1700-1½ 532 (600-1½)	NA

VORTAC IRW 114.1 Chan 88	APP CRS 323°	Rwy Idg TDZE 1167 Apt Elev 1168
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VOR/DME RWY 31

GOLDSBY/DAVID JAY PERRY (1K4)

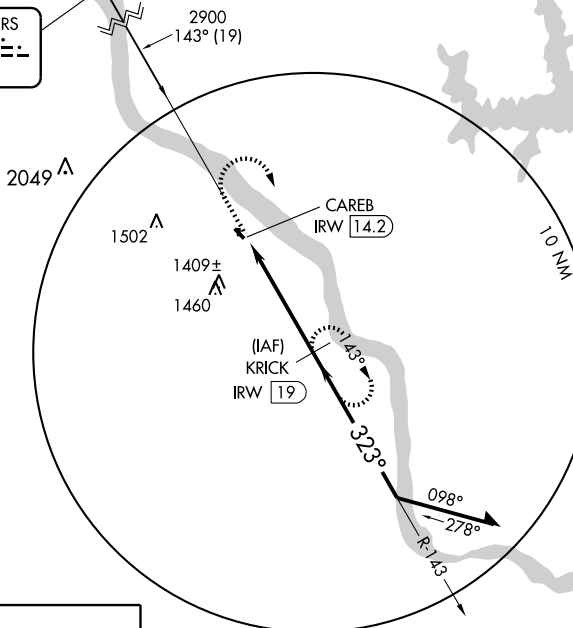
▼ Use Will Rogers World altimeter setting.
▲ NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

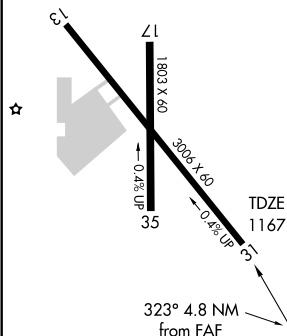
OKE CITY APP CON
120.45 288.325

UNICOM
122.7 (CTAF)

WILL ROGERS
114.1 IRW
Chan 88

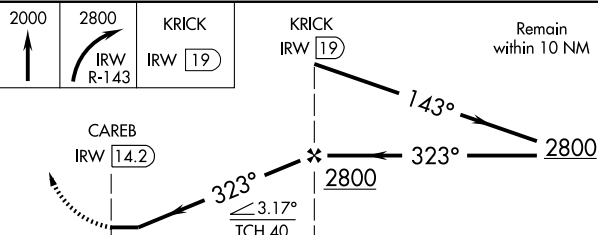


ELEV 1168



MRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	1780-1 613 (700-1)		1780-1 $\frac{3}{4}$ 613 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1780-1 612 (700-1)		1780-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	NA

GROVE MUNI (GMJ) 2 NE UTC-6(-5DT) N36°36.41' W94°44.31'

831 B S4 FUEL 100LL, JET A NOTAM FILE GMJ

RWY 18-36: H5200X75 (ASP) S-30 MIRL

RWY 18: PAPI(P4L)—GA 2.75° TCH 26'. Trees.

RWY 36: PAPI(P4L)—GA 2.75° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended

Thanksgiving, Christmas and New Years. Rwy 18 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 119.025 (918) 786-8350. Dewpoint unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

® KANSAS CITY CENTER APP/DEP CON 128.8

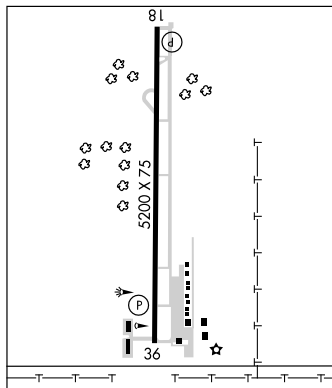
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'
W94°26.14' 219° 20.3 NM to fld. 1200/7E.

KANSAS CITY

H-6I, L-16F

IAP

**GUNDYS** (See OWASSO)**GUTHRIE-EDMUND RGNL** (GOK) 2 S UTC-6(-5DT) N35°51.08' W97°24.97'

1069 B S4 FUEL 100LL, JET A TPA-1895(826) NOTAM FILE GOK

RWY 16-34: H5001X75 (CONC) S-30, D-48, 2D-78 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thld 200'.

AIRPORT REMARKS: Attended 1200-0000Z†. Ultralight activity on and in/ov arpt. MIRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 133.975 (405) 282-0478.

COMMUNICATIONS: CTAF/UNICOM 122.8

® OKE CITY APP/DEP CON 124.2

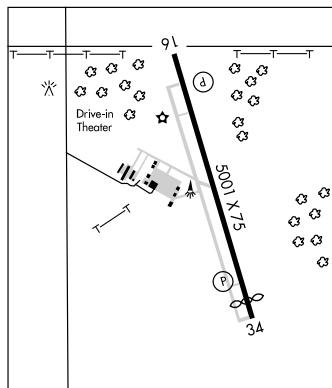
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'
W98°00.24' 075° 28.8 NM to fld. 1110/9E.

DALLAS-FT. WORTH

H-6H, L-15D

IAP



WAAS CH 58308 W18A	APP CRS 176°	Rwy Idg 5200 TDZE 826 Apt Elev 831
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RNAV (GPS) RWY 18

GROVE MUNI (GMJ)

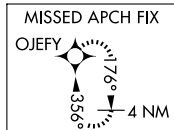
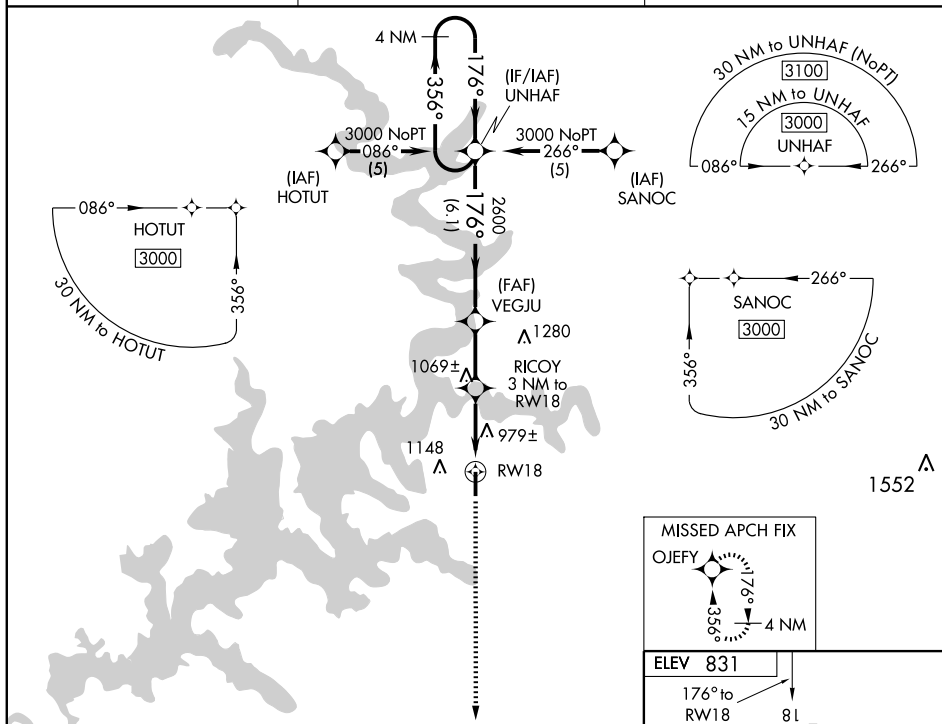
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

AWOS-3
119.025

KANSAS CITY CENTER
128.8 354.1

UNICOM
122.8 (CTAF)



ELEV 831

176° to
RWY 18

TDZE
826

8 L

5200 X 75

36

944

895

944

944

944

944

944

944

944

4 NM
Holding Pattern

* LNAV only.

3000

OJEFY

UNHAF

VEGJU

RICOY

3 NM to
RWY 18

RWY 18

*1820

3000

VGSI and RNAV glidepath
not coincident.

GS 3.00°
TCH 40

6.1 NM

2.4 NM

3 NM

CATEGORY

A

B

C

D

LPV DA

1153-1¼ 327 (400-1¼)

NA

LNAV/VNAV DA

1346-2 520 (600-2)

NA

LNAV MDA

1240-1 414 (500-1)

NA

CIRCLING

1500-1 669 (700-1)

NA

MIRL Rwy 18-36

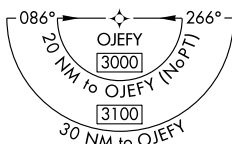
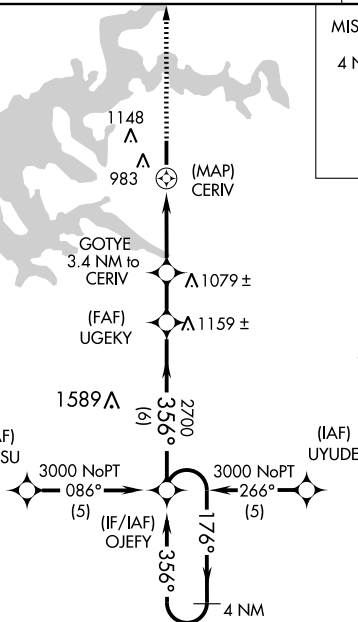
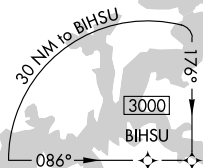
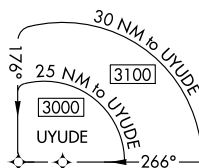
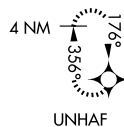
APP CRS
356°Rwy Idg **5200**
TDZE **830**
Apt Elev **830****RNAV (GPS) RWY 36**
GROVE MUNI (GMJ)

DME/DME RNP-0.3 NA.

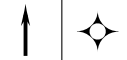
MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

AWOS-3
119.025KANSAS CITY CENTER
128.8 354.1UNICOM
122.8 (CTAF)

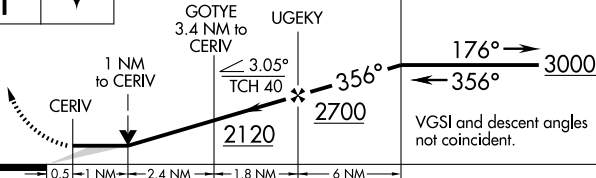
MISSED APCH FIX



3000 UNHAF



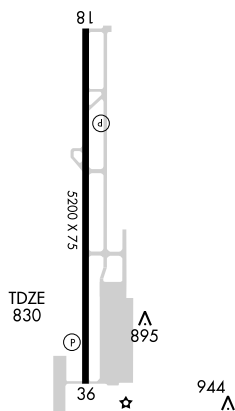
OJEFY 4 NM Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	1280-1 450 (500-1)		1280-1½ 450 (500-1½)	NA
CIRCLING	1500-1 670 (700-1)		1500-1½ 670 (700-1½)	NA

MIRL Rwy 18-36

ELEV 830



VOR/DME EOS 117.3 Chan 120	APP CRS 219°	Rwy Idg TDZE Apt Elev N/A N/A 830
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VOR/DME-A

GROVE MUNI (GMJ)



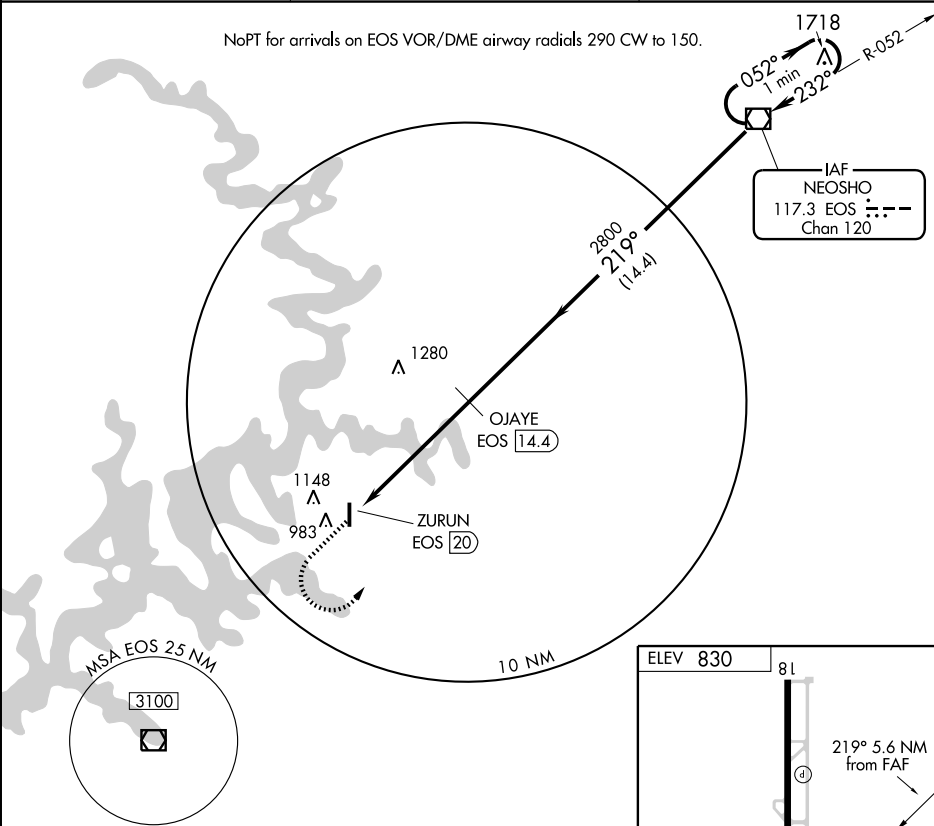
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3
119.025

KANSAS CITY CENTER
128.8 354.1

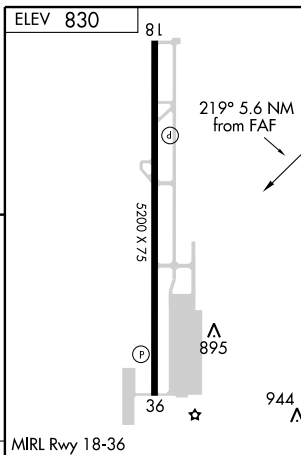
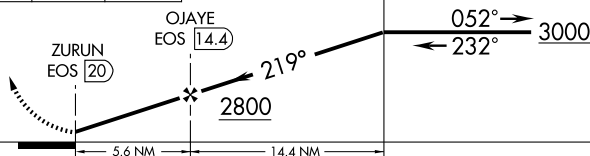
UNICOM
122.8 (CTAF)

NoPT for arrivals on EOS VOR/DME airway radials 290 CW to 150.



2000	3000	EOS 117.3
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VOR/DME One Minute Holding Pattern



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1500-1 670 (700-1)	1500-1¼ 670 (700-1¼)	1500-1¾ 670 (700-1¾)	NA	Min:Sec					

GROVE MUNI (GMJ) 2 NE UTC-6(-5DT) N36°36.41' W94°44.31'

831 B S4 FUEL 100LL, JET A NOTAM FILE GMJ

RWY 18-36: H5200X75 (ASP) S-30 MIRL

RWY 18: PAPI(P4L)—GA 2.75° TCH 26'. Trees.

RWY 36: PAPI(P4L)—GA 2.75° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended

Thanksgiving, Christmas and New Years. Rwy 18 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 119.025 (918) 786-8350. Dewpoint unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

® KANSAS CITY CENTER APP/DEP CON 128.8

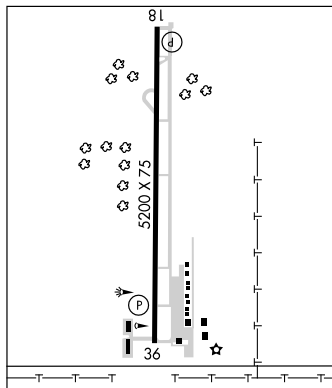
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'
W94°26.14' 219° 20.3 NM to fld. 1200/7E.

KANSAS CITY

H-6I, L-16F

IAP

**GUNDYS** (See OWASSO)**GUTHRIE-EDMUND RGNL** (GOK) 2 S UTC-6(-5DT) N35°51.08' W97°24.97'

1069 B S4 FUEL 100LL, JET A TPA-1895(826) NOTAM FILE GOK

RWY 16-34: H5001X75 (CONC) S-30, D-48, 2D-78 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thld 200'.

AIRPORT REMARKS: Attended 1200-0000Z†. Ultralight activity on and in/ov arpt. MIRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 133.975 (405) 282-0478.

COMMUNICATIONS: CTAF/UNICOM 122.8

® OKE CITY APP/DEP CON 124.2

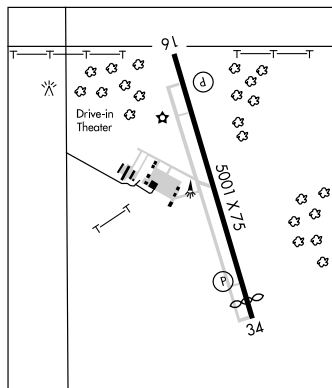
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'
W98°00.24' 075° 28.8 NM to fld. 1110/9E.

DALLAS-FT. WORTH

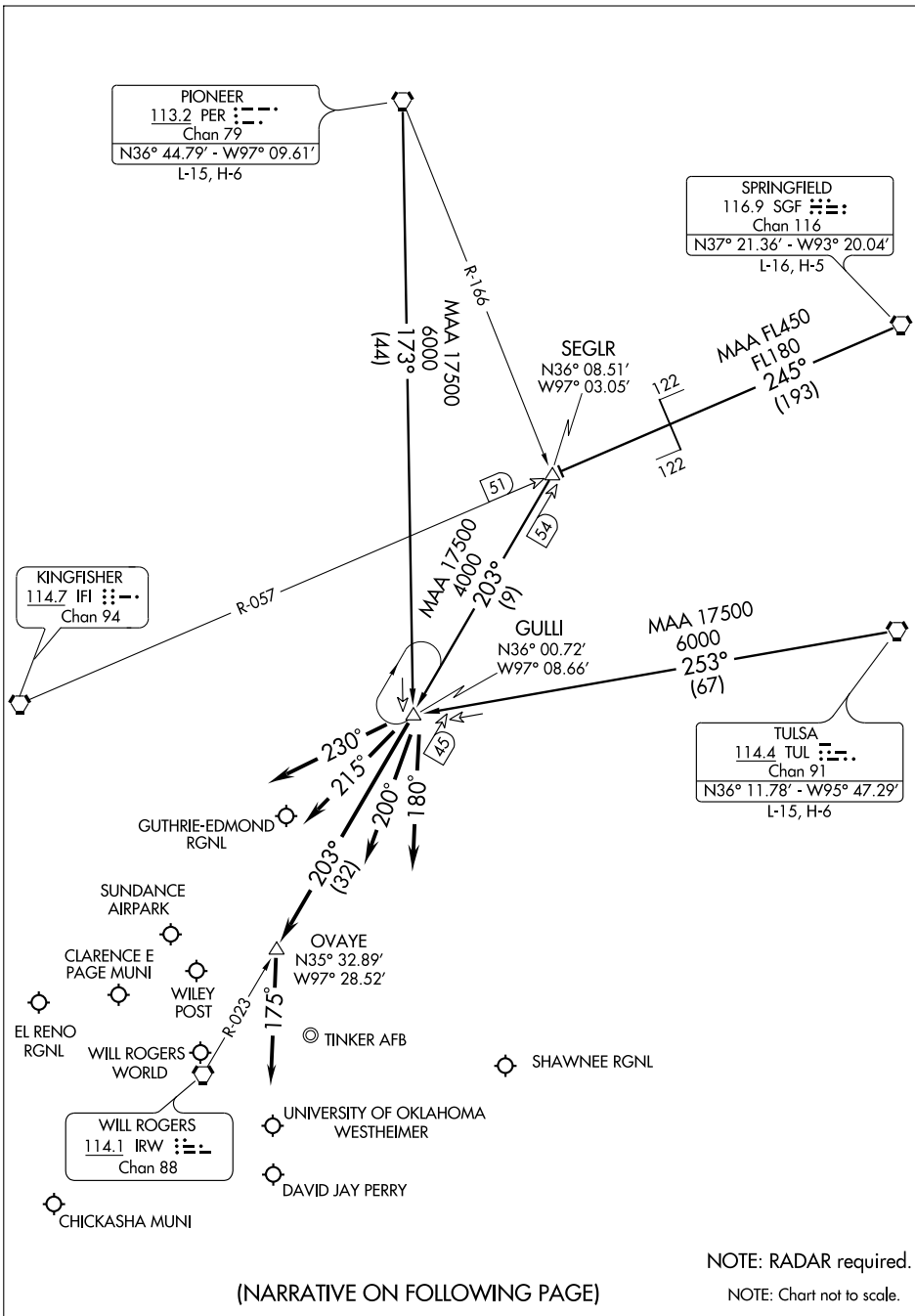
H-6H, L-15D

IAP



GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

WAAS CH 56308 W16A	APP CRS 158°	Rwy Idg TDZE Apt Elev	5001 1069 1069
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RNAV (GPS) RWY 16

GUTHRIE-EDMOND RGNL (GOK)

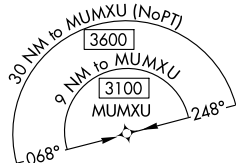
▼ DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.
 ▲ When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cals visibility ¼ mile.

MISSED APPROACH: Climb to 3100
 direct HODAM and hold.

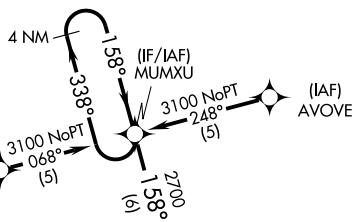
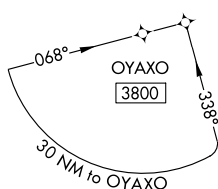
ASOS
133.975

OKE CITY APP CON
124.2 336.4

UNICOM
122.8 (CTAF) 0



2569
 ▲



1156±

(IAF) AVOVE

▲ 1537

▲ 1649

▲ 1533

▲ 1398

▲ 2105

▲ 1560

MISSED APCH FIX



ELEV 1069

158° to
 RW16

TDZE
 1069

91

1130 ☆

5001 x 75

MIRL Rwy 16-34 0
 REIL Rws 16 and 34

4 NM Holding Pattern		MUMXU		3100 HODAM	
3100		338°		158°	
GS 3.00°		TCH 45		2700	
		6 NM		4 NM	
CATEGORY	A	B	C	D	
LPV DA	1319-1	250 (300-1)	NA		
LNNAV MDA	1420-1	351 (400-1)	NA		
CIRCLING	1540-1	471 (500-1)	NA		

WAAS CH 56607 W34A	APP CRS 338°	Rwy Idg TDZE Apt Elev	5001 1069 1069
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RNAV (GPS) RWY 34

GUTHRIE-EDMOND RGNL (GOK)

▼ DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.
 ▲ When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

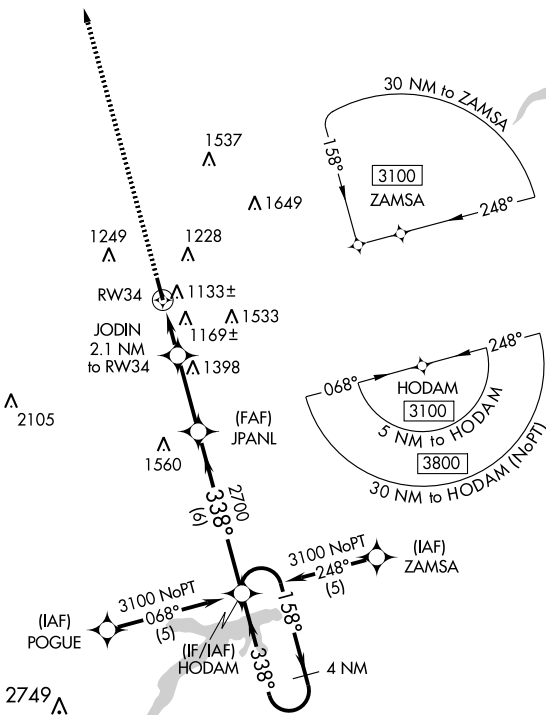
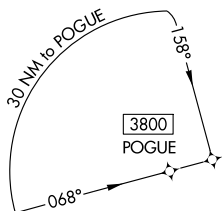
MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

ASOS
133.975

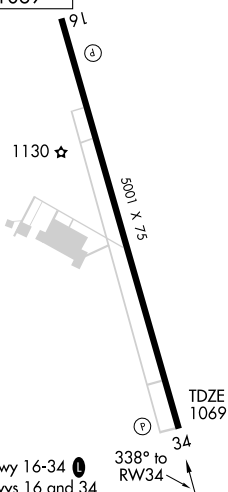
OKE CITY APP CON
124.2 336.4

UNICOM
122.8 (CTAF)

MISSED APCH FIX



ELEV 1069



	3100	MUMXU	JODIN 2.1 NM to RW34	JAPANL	HODAM	4 NM Holding Pattern
	↑	✧				
	*LNAV only	*1 NM to RW34				
			1760*	2700	3100	GS 3.00° TCH 45
	1 NM	1.1 NM	2.8 NM	6 NM		
CATEGORY	A	B	C	D		
LPV DA	1319-1	250 (300-1)			NA	
LNAV MDA	1420-1	351 (400-1)			NA	
CIRCLING	1540-1	471 (500-1)			NA	

GUYMON MUNI (GUY) 2 W UTC-6(-5DT) N36°41.11' W101°30.47'
 3123 B S4 **FUEL** 100LL, JET A TPA-4123(1000) NOTAM FILE GUY
RWY 18-36: H5900X100 (ASPH) S-10 MIRL
RWY 18: VASI(V4L)—GA 3.0° TCH 25'. Rgt tfc.
RWY 36: PAPI(P4L)—GA 3.0° TCH 35'. Road.
RWY 06-24: 1795X200 (TURF)

AIRPORT REMARKS: Attended Mon-Fri 1300-0030Z+, Sat 1300-0000Z+, Sun 1400-2300Z+. For attendant after hours call 580-338-0481/7700. Ultralights on and invof arpt. Numerous waterfowl invof arpt SR and SS. No tkof on Rwy 06. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 119.925 (580) 468-1476.

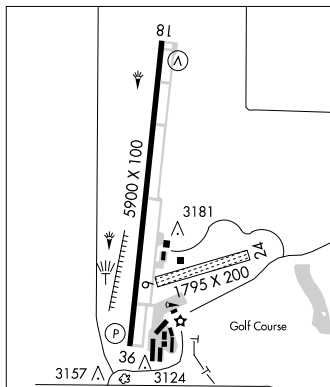
COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66' W100°58.27' 219° 33.6 NM to fld. 2891/11E. **HIWAS.**

NDB (MHW) 275 GUY N36°42.32' W101°30.31' 175° 1.3 NM to fld. NOTAM FILE GUY.



WICHITA
H-66, L-15B
IAP

HADDOCK FLD (See ERICK)

HALLIBURTON FLD (See DUNCAN)

HARVEY YOUNG (See TULSA)

HASKELL (2K9) 1 NE UTC-6(-5DT) N35°49.97' W95°40.04'

588 **FUEL** 100LL NOTAM FILE MLC

RWY 17-35: H3710X30 (ASPH)

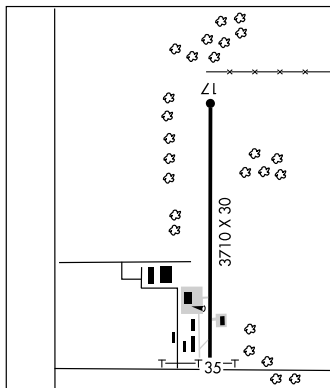
RWY 17: Trees. **RWY 35:** Trees.

AIRPORT REMARKS: Attended irregularly. Dalgt ops only. Ultralight activity on and invof arpt. Rwy 17 and Rwy 35 ultralights use rgt tfc. Rwy 17 and Rwy 35 small numbers, centerline missing. NOTE: See Special Notices—Model Aircraft Activity.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 157° 22.6 NM to fld. 770/8E.



DALLAS-Ft. WORTH
L-15E

HATBOX FLD (See MUSKOGEE)

APP CRS 357°	Rwy Idg 5900 TDZE 3123 Apt Elev 3123
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GPS RWY 36

GUYMON MUNI (GUY)



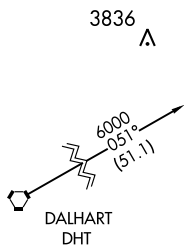
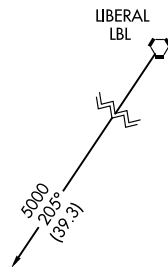
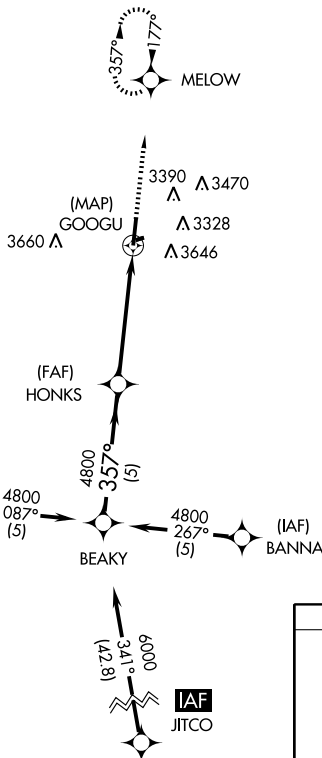
Circling not authorized east of Rwy 18-36.
ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 5000
via 357° course to MELOW WP and hold.

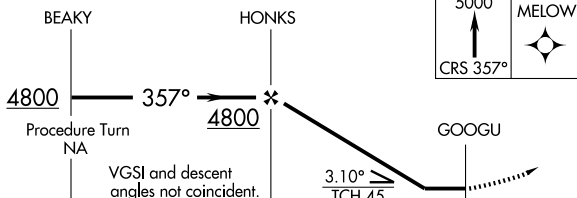
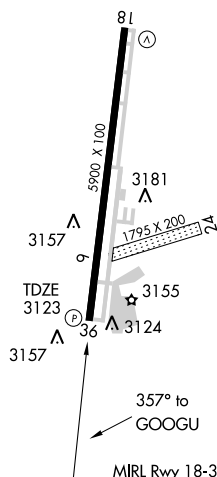
ASOS
119.925

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.7 (CTAF) 0



ELEV 3123



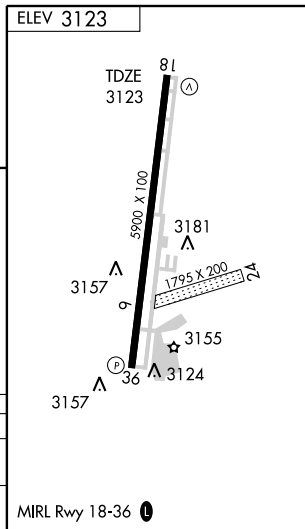
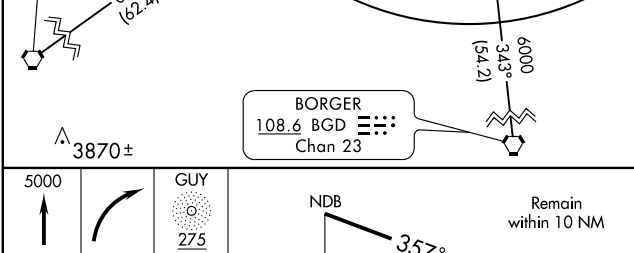
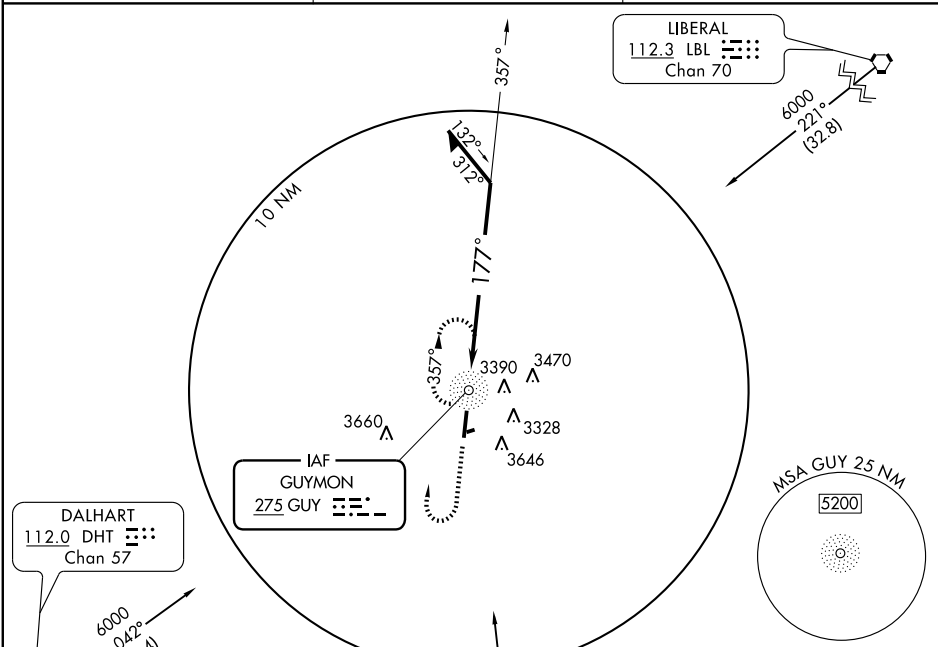
CATEGORY	A	B	C	D
S-36	3540-1 417 (500-1)		3540-1 ¼ 417 (500-1¼)	NA
CIRCLING	3580-1 457 (500-1)		3580-1 ½ 457 (500-1½)	NA

NDB GUY 275	APP CRS 177°	Rwy Idg TDZE Apt Elev	5900 3123 3123
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NDB RWY 18

GUYMON MUNI (GUY)

<div><div><div></div><div></div></div><div>NA</div></div> <div>Circling not authorized east of Rwy 18-36.</div>	<div>MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.</div>	
<div>ASOS</div> <div>119.925</div>	<div>KANSAS CITY CENTER</div> <div>134.0 290.8</div>	<div>UNICOM</div> <div>122.7 (CTAF) 0</div>



CATEGORY	A	B	C	D
S-18	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA
CIRCLING	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA

RNAV (GPS) RWY 18

GUYMON MUNI (GUY)

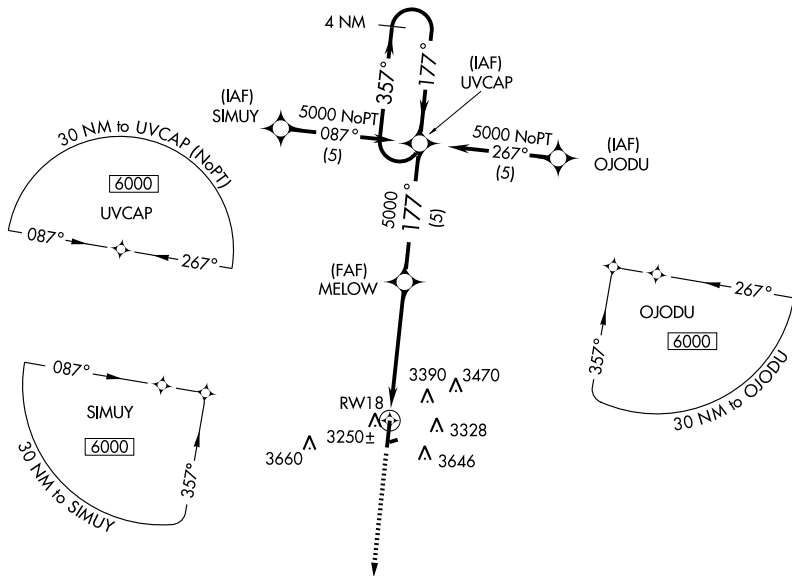
APP CRS 177°	Rwy Idg 5900
	TDZE 3123
	Apt Elev 3123



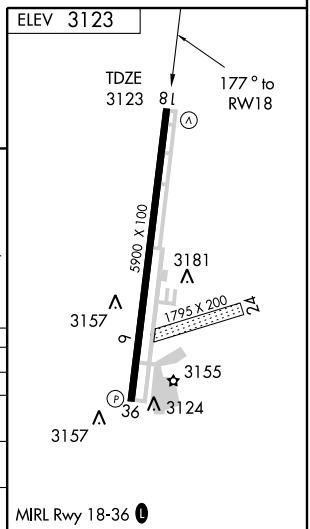
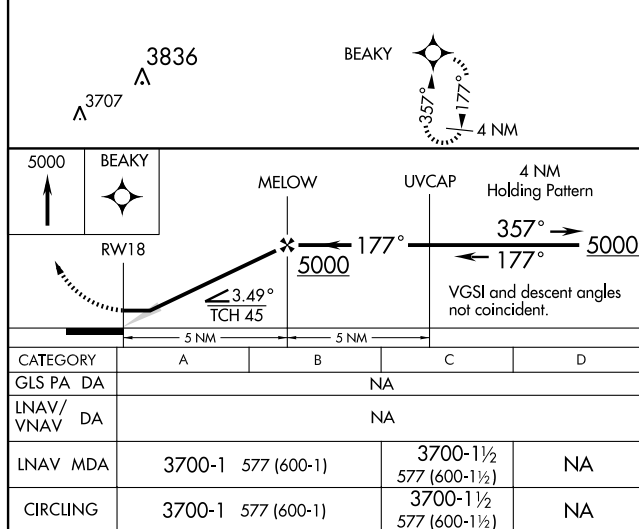
Circling not authorized east of Rwy 18-36.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 5000 direct
BEAKY WP and hold.

ASOS 119.925	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.7 (CTAF) 0
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SC-1, 23 SEP 2010 to 21 OCT 2010



HEALDTON MUNI (F32) 2 NE UTC-6(-5DT) N34°14.96' W97°28.43'

DALLAS-FT. WORTH

956 NOTAM FILE MLC

RWY 17-35: H3000X50 (TURF) S-12.5

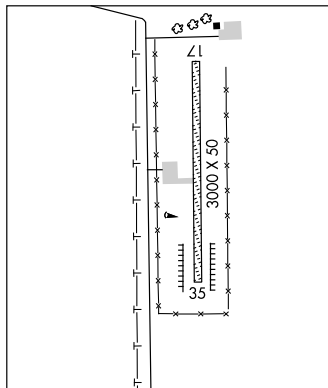
RWY 17: Tree. RWY 35: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Turf twy and parking apron muddy when wet.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70'
W97°10.09' 273° 15.4 NM to fld. 937/6E.



HEFNER-EASLEY (See WAGONER)

HENRYETTA MUNI (F1Ø) 3 SW UTC-6(-5DT) N35°24.41' W96°00.95'

DALLAS-FT. WORTH

849 B FUEL 100LL NOTAM FILE MLC

RWY 18-36: H3501X50 (ASPH) S-12 MIRL 0.5% up S

RWY 18: PVASI(P SIL)—GA 3.1° TCH 32'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Tue-Sun 1400-2300Z†. Arpt unattended Thanksgiving and Christmas day. Rwy 18 PVASI OTS indef.

ACTIVATE MIRL Rwy 18-36—CTAF.

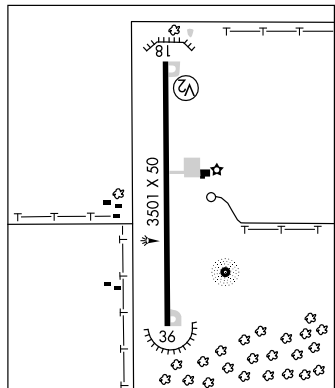
COMMUNICATIONS: CTAF/UNICOM 122.8

® FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'
W95°46.94' 333° 35.3 NM to fld. 820/8E. HIWAS.

NDB (MHW) 267 HET N35°24.27' W96°00.83' at fld.
Unmonitored.



NDB HET
267

APP CRS
005°

Rwy Idg	3501
TDZE	849
Apt Elev	849

NDB RWY 36
HENRYETTA MUNI (F10)

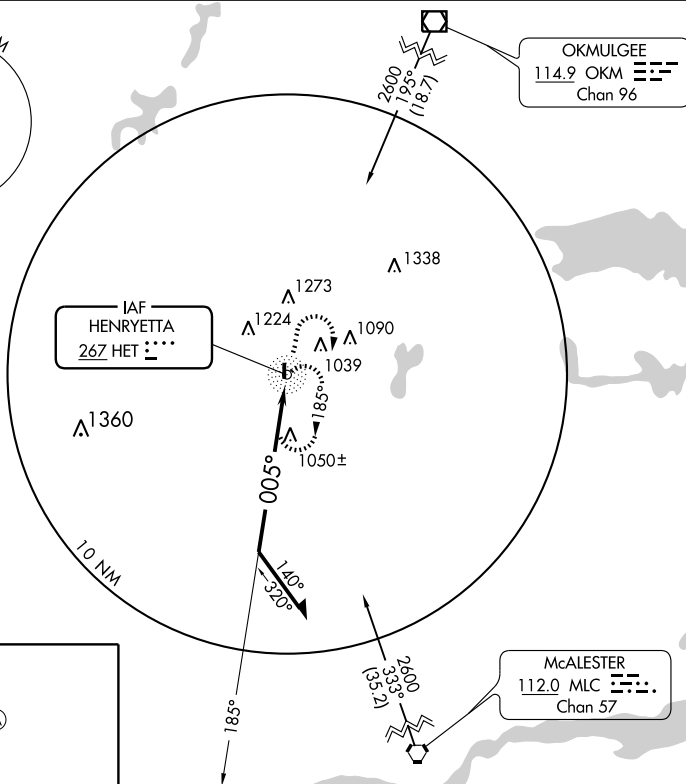
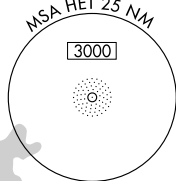


Use McAlester Rgnl altimeter setting.

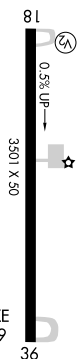
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF)



ELEV 849

MIRL Rwy 18-36 **L**

HET NDB

Knots	60	90	120	150	180
Min:Sec					

Remain
within 10 NM

ND

2000

2600

HET



2600

039

CATEGORY	A	B	C	D
S-36	1540-1¼	691 (700-1¼)	1540-2 691 (700-2)	NA
CIRCLING	1540-1¼	691 (700-1¼)	1620-2¼ 771 (800-2¼)	NA

HENRYETTA, OKLAHOMA
Amdt 3 07298

HENRYETTA MUNI (F10)
NDB RWY 36

35° 24' N-96° 01' W

SC-1. 23 SEP 2010 to 21 OCT 2010

APP CRS
356°Rwy Idg **3501**
TDZE **849**
Apt Elev **849****RNAV (GPS) RWY 36**

HENRYETTA MUNI (F10)



Use McAlester Rgnl altimeter setting.

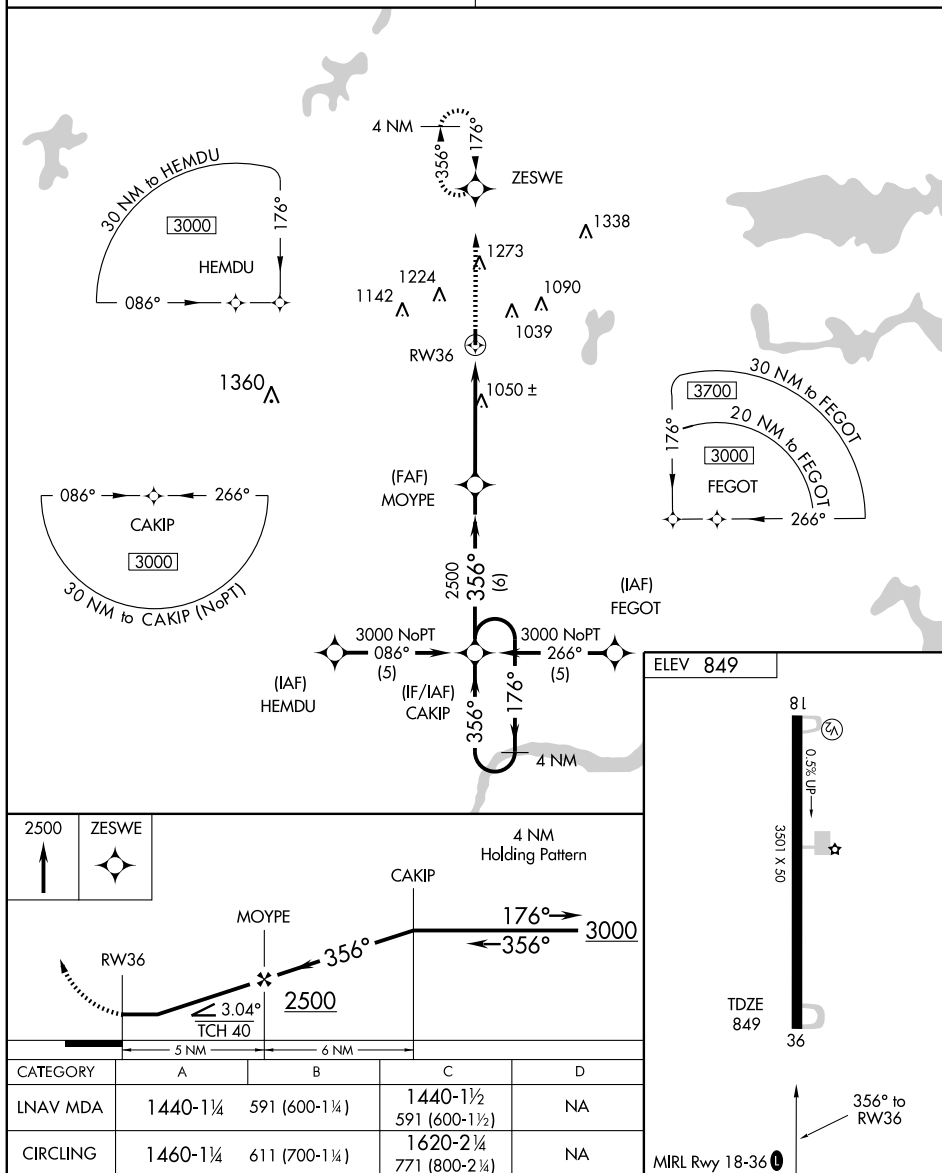


GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct
ZESWE WPT and hold.FORT WORTH CENTER
132.2 338.35UNICOM
122.8 (CTAF) 0

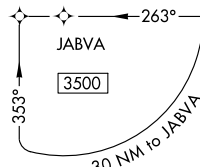
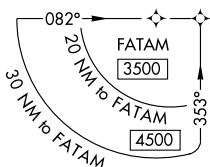
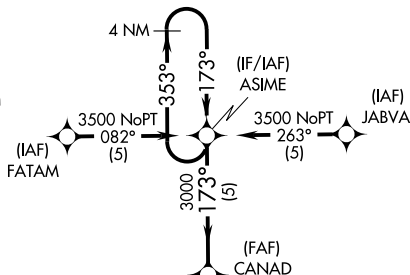
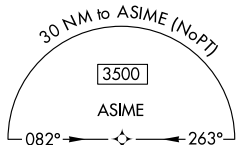
SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

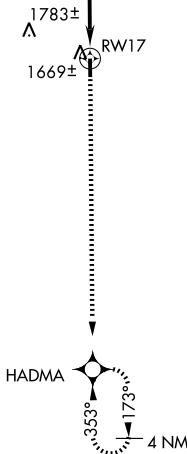


HENRY POST AAF (FORT SILL) (FSI)(KFSI) A 1 SE UTC-6(-5DT) N34°38.99' W98°24.13' **DALLAS-FT. WORTH**
 1189 B TPA—See Remarks NOTAM FILE FSI Not insp. **H-6H, L-17C**
RWY 17-35: H5001X200 (CONC) PCN 61 R/B/W/T HIRL **DIAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 42'. **RWY 35:** SALS.
MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 17 on 124.95.Apch and rwy lgt opr on reg to twr or app. **FUEL J8.** Refuel
 svc avbl 24 hr, ctc Base OPS DSN 639-5808/6160 or C580-442-5808/6160. Other times C580-695-1403.
 45 min delay without prior notice. **OIL O-156 TRAN ALERT** Limited tran svc during normal Base OPS hr,
 hangar, towing and tie down equipment avbl for acft under 18,000 lbs.
MILITARY REMARKS: RSTD 24 hr PPR all full stop acft. DSN 639-5808/6160 or C580-442-5808/6160. **TFC PAT**
 TPA—rotary wing 1898(709), fixed wing 2698(1509). **CAUTION** Diagonal Twy C lgts OTS between rwy and parallel
 twys. **MISC** Base OPS opr Mon-Fri except holidays 1300-0400Z†, DSN 639-5808/6160, C580-442-5808/
 6160. Wx DSN 639-4000/4887, C580-442-4000/4887. Weather forecast avbl Mon-Fri 1200-0400Z† except
 holidays. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775, C318-456-4775, Toll Free
 1-866-223-2398, HTTPS://260WS.Barksdale.AF.MIL/. Wx obsn automated continuously. Wx obsn augmented
 (as required) during hrs Wx forecast avbl. Wx obsn visibility ltd to 0.25 SM N and NE when sfc wx obsn visibility
 sensor augmented. KFSI AUTO Wx Obsn (voice message) 24 hrs DSN 639-7021, C580-442-7021. All inbound
 VIP acft ctc PTD 20 min prior landing, fax DSN 639-7928/5643. Winds are accurate to within only +/- 4 kts.
COMMUNICATIONS: ATIS 135.425 354.025 **PTD** 123.05 376.7
 Ⓡ **RPT SILL APP/DEP CON** 120.55 322.4 (S Sector) 127.3 307.275 (N Sector) 118.6 290.375 (Duncan Sector VFR ft
 following avbl)
POST TOWER 124.95 229.4 (Mon-Fri 1300-0400Z†, except holidays) **POST GND CON/CLNC DEL** 121.7 279.575
PMSV METRO 306.5 (Svc avbl Mon-Fri 1200-0400Z†, except holidays)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAW.
LAWTON (L) VORW/DME 109.4 LAW Chan 31 N34°29.77' W98°24.79' 354° 9.2 NM to fld. 1104/9E.
POST NDB (MHW) 425 PFL N34°36.53' W98°24.23' 354° 2.5 NM to fld. NOTAM FILE MLC.
TRAIL NDB (MHW) 388 OFZ N34°46.88' W98°24.14' 171° 7.9 NM to fld. NOTAM FILE MLC.
ASP/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HINTON MUNI (208) 2 NE UTC-6(-5DT) N35°30.43' W98°20.54' **DALLAS-FT. WORTH**
 1587 B **FUEL** 100LL NOTAM FILE MLC **L-15D**
RWY 17-35: H4000X60 (ASPH) MIRL **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 40'. **RWY 35:** PAPI(P2L)—GA 3.0° TCH 40'.
AIRPORT REMARKS: Attended May-Sep 1400-2300Z†, Oct-Apr 1500-0000Z†. Fuel avbl 24 hrs with automated credit
 card system. Parachute Jumping. Parachute jumping and glider activity on and invof arpt. Rwy 17 and Rwy 35
 PAPI OTS indef.
COMMUNICATIONS: CTAF/UNICOM 123.05
FORT WORTH CENTER APP/DEP CON 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.
WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 284° 37.0 NM to fld.
 1230/7E. **HIWAS.**

APP CRS
173°Rwy Idg **4000**
TDZE **1584**
Apt Elev **1587****RNAV (GPS) RWY 17**
HINTON MUNI (208)**▲ NA** Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Weatherford altimeter setting; when not received procedure NA.MISSED APPROACH: Climb to
3600 direct HADMA and hold.WEATHERFORD AWOS-3
118.575FORT WORTH CENTER
128.4 269.375UNICOM
123.05 (CTAF)

A 2238



ELEV 1587

TDZE
1584173° to
RW17

4000 X 60

35

4 NM
Holding Pattern

VGSI and RNAV glidepath not coincident.

3600 HADMA

3500
GS 3.00°
TCH 42

ASIME

CANAD

3000

RW17

5 NM

4.3 NM

CATEGORY	A	B	C	D
LNAV/ VNAV DA	2000-1½	416 (500-1½)	NA	NA
LNAV MDA	2000-1	416 (500-1)	NA	NA
CIRCLING	2160-1	573 (600-1)	NA	NA

MIRL Rwy 17-35

APP CRS
353°Rwy Idg **4000**
TDZE **1587**
Apt Elev **1587****RNAV (GPS) RWY 35**

HINTON MUNI (208)

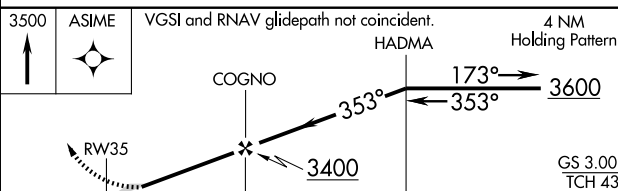
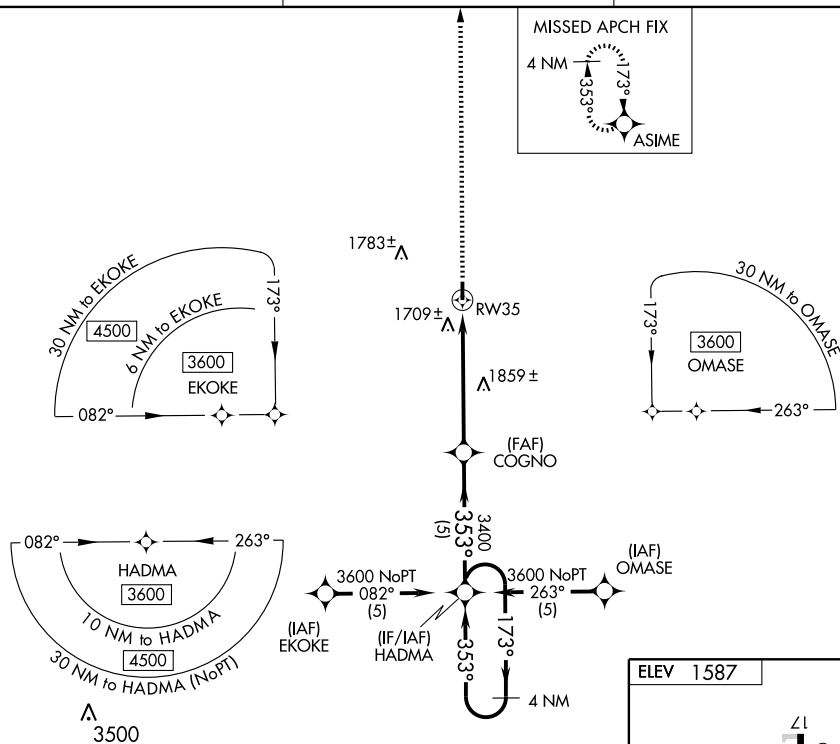
▲ NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Weatherford altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to
3500 direct ASIME and hold.

WEATHERFORD AWOS-3
118.575

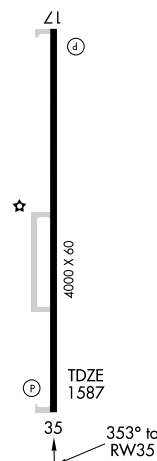
FORT WORTH CENTER
128.4 269.375

UNICOM
123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV/VNAV DA	2211-2	624 (700-2)	NA	NA
LNAV MDA	2220-1	633 (700-1)	NA	NA
CIRCLING	2220-1	633 (700-1)	NA	NA

MIRL Rwy 17-35



HOBBART RGNL (HBR) 3 SE UTC-6(-5DT) N34°59.48' W99°03.08'

1563 B S4 FUEL 100LL, JET A+ NOTAM FILE HBR

RWY 17-35: H5507X100 (ASPH) S-20 MIRL 0.4% up S

RWY 17: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 35: PAPI(P4L)—GA 3.0° TCH 42'.

RWY 03-21: H5297X150 (ASPH) S-9.4 0.4% up SW

RWY 12-30: H5295X150 (ASPH) S-9.4

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Jet A+ fuel avbl 24 hr self svc with major credit card. For arpt attendant after hrs call 580-471-0964. Fuel avbl 24 hr self service with major credit card. Rwy 03-21 CLOSED indef. Rwy 12-30 CLOSED indef. Rwy 03-21 and Rwy 12-30 rough due to severe cracking and grass encroachment on sfc. ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: ASOS 133.325 (580) 726-6651.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (MCALESTER RADIO)

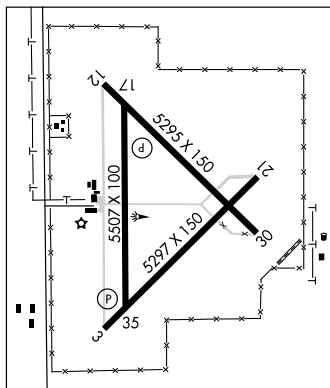
Ⓡ **ALTUS APP/DEP CON** 125.1 (Mon-Fri 1430-0830Z† except Federal holidays)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal holidays 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

(L) **VORTACW** 111.8 HBR Chan 55 N34°51.99' W99°03.80' 355° 7.5 NM to fld. 1472/10E.

VOR portion unusable 080°-120° byd 30 NM blo 4,000'. DME unusable 080°-090° byd 25 NM blo 4,500', 100°-112° byd 25 NM blo 4,500', 240°-270° byd 25 NM blo 4,500'.



HOLDENVILLE MUNI (F99) 1 NW UTC-6(-5DT) N35°05.15' W96°25.00'

861 B NOTAM FILE MLC

RWY 17-35: H3251X100 (CONC) S-30, D-42 MIRL

RWY 17: Trees. RWY 35: P-line.

AIRPORT REMARKS: Attended 1400-2300Z†. Ultralights on and invof arpt. 125' AGL silo, .3 NM west Rwy 35 thld. Rwy 17-35 surface severe cracking, spalling and deterioration.

COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 287° 34.3 NM to fld. 820/8E. **HIWAS.**

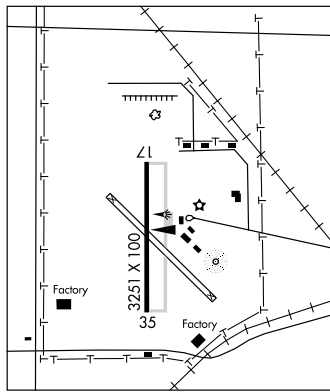
NDB (MHW) 411 HDL N35°05.12' W96°24.82' at fld.

Unmonitored.

DALLAS-FT. WORTH

L-17D

IAP



WAAS CH 99417 W17A	APP CRS 173°	Rwy Idg TDZE 5507 Apt Elev 1563
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RNAV (GPS) RWY 17

HOBERT RGNL (HBR)

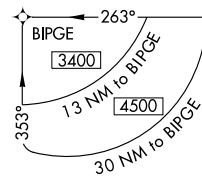
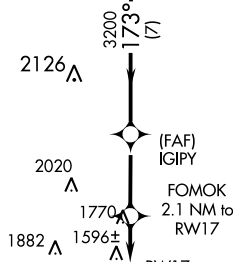
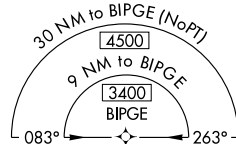
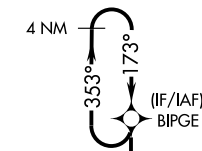
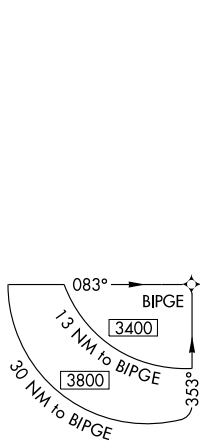
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

MISSED APPROACH:
Climb to 4000 direct DOMLE and hold.

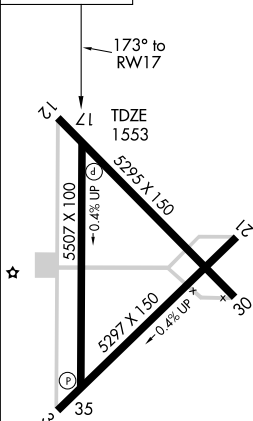
ASOS
133.325

ALTUS APP CON ★
125.1 257.725

UNICOM
122.8 (CTAF) ①

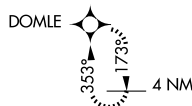


ELEV 1563

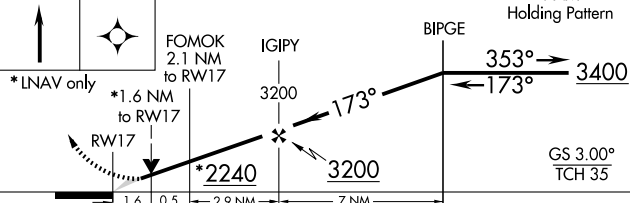


MIRL Rwy 17-35 ①

MISSED APCH FIX



4000 DOMLE



CATEGORY	A	B	C	D
LPV DA	1803-1	250 (300-1)		
LNAV/VNAV DA	1900-1 ¼	347 (400-1 ¼)		
LNAV MDA	2080-1 527 (600-1)	2080-1 ½ 527 (600-1 ½)	2080-1 ¾ 527 (600-1 ¾)	
CIRCLING	2080-1 517 (600-1)	2080-1 ½ 517 (600-1 ½)	2120-2 557 (600-2)	

WAAS CH 53417 W35A	APP CRS 353°	Rwy Idg 5507 TDZE 1561 Apt Elev 1563
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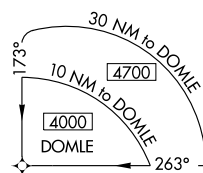
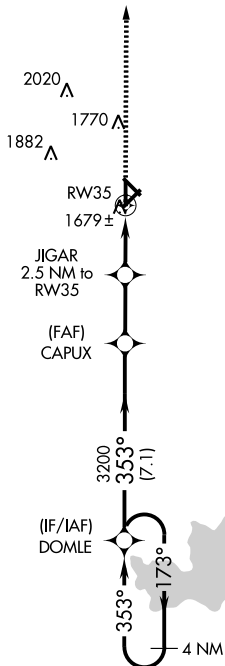
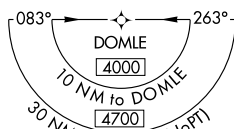
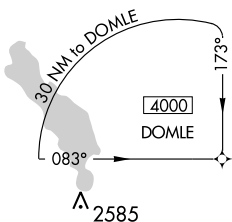
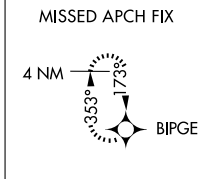
RNAV (GPS) RWY 35
HOBART RGNL (HBR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cts visibility ½ mile and LNAV Cts C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

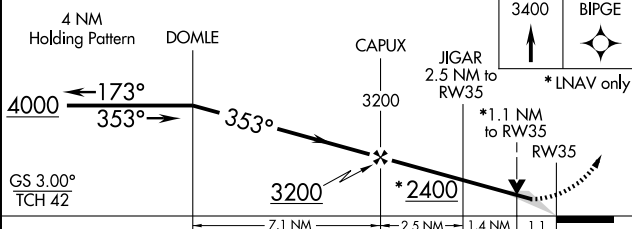
MISSED APPROACH:
Climb to 3400 direct BIPGE and hold.

ASOS
133,325

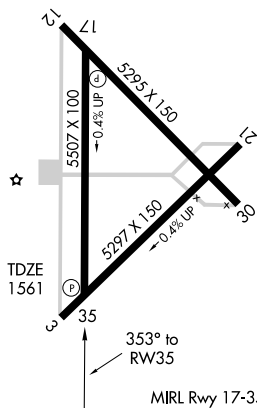
ALTUS APP CON★
125.1 257.725

UNICOM
122.8 (CTAF) **L**

ELEV 1563



CATEGORY		A	B	C	D
LPV	DA	1811-1		250 (300-1)	
LNAV/ VNAV	DA	1949-1¼		388 (400-1¼)	
LNAV	MDA	1940-1	379 (400-1)	1940-1½ 379 (400-1½)	1940-2 379 (400-2)
CIRCLING		1980-1 417 (500-1)	2020-1 457 (500-1)	2020-1½ 457 (500-1½)	2120-2 557 (600-2)



HOBART, OKLAHOMA
Amdt 2 08APR10

34°59' N - 99°03' W

HOBART RGNL (HBR)
RNAV (GPS) RWY 35

SC-1. 23 SEP 2010 to 21 OCT 2010

VORTAC HBR 111.8 Chan 55	APP CRS 354°	Rwy Idg TDZE Apt Elev 1561 1564
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VOR RWY 35

HOBERT RGNL (HBR)

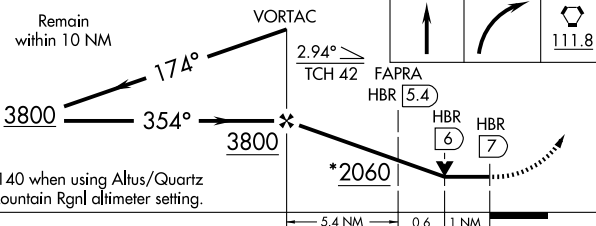
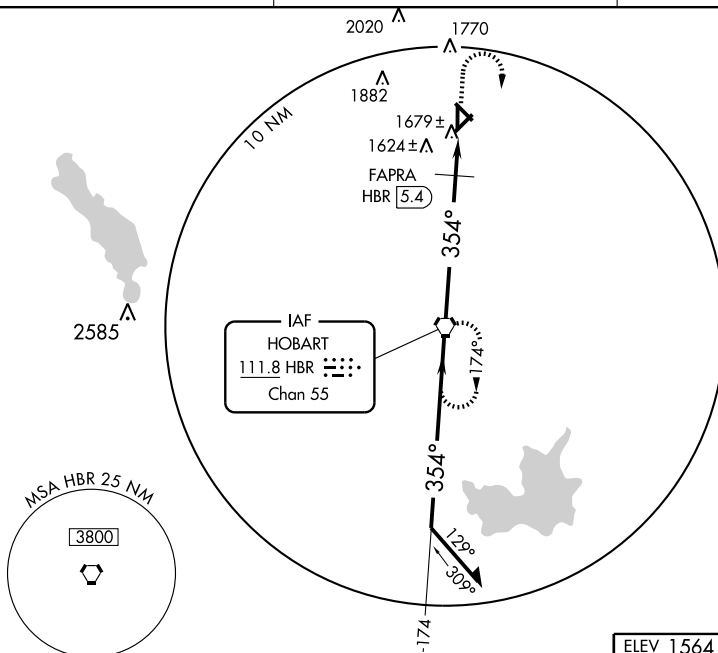
⚠ When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

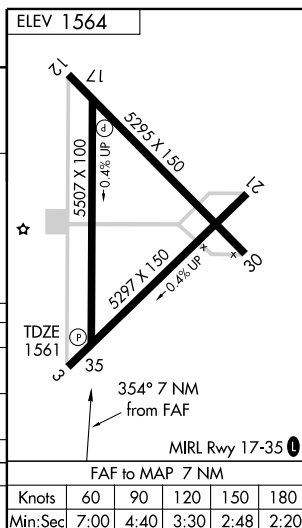
ASOS
133.325

ALTUS APP CON ★
125.1 257.725

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-35	2060-1	499 (500-1)	2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1	496 (500-1)	2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1	419 (500-1)	1980-1¼ 419 (500-1¼)	
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)



HOBART RGNL (HBR) 3 SE UTC-6(-5DT) N34°59.48' W99°03.08'

1563 B S4 **FUEL** 100LL, JET A+ NOTAM FILE HBR

Rwy 17-35: H5507X100 (ASPH) S-20 MIRL 0.4% up S

Rwy 17: PAPI(P4L)—GA 3.0° TCH 35'. Road.

Rwy 35: PAPI(P4L)—GA 3.0° TCH 42'.

Rwy 03-21: H5297X150 (ASPH) S-9.4 0.4% up SW

Rwy 12-30: H5295X150 (ASPH) S-9.4

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Jet A+ fuel avbl 24 hr self svc with major credit card. For arpt attendant after hrs call 580-471-0964. Fuel avbl 24 hr self service with major credit card. Rwy 03-21 CLOSED indef. Rwy 12-30 CLOSED indef. Rwy 03-21 and Rwy 12-30 rough due to severe cracking and grass encroachment on sfc. **ACTIVATE MIRL Rwy 17-35—CTAF.**

WEATHER DATA SOURCES: ASOS 133.325 (580) 726-6651.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (MCALESTER RADIO)

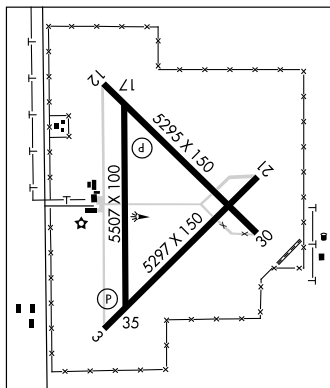
(R) ALTUS APP/DEP CON 125.1 (Mon-Fri 1430-0830Z† except Federal holidays)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal holidays 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

(L) VORTACW 111.8 HBR Chan 55 N34°51.99' W99°03.80' 355° 7.5 NM to fld. 1472/10E.

VOR portion unusable 080°-120° byd 30 NM blo 4,000'. DME unusable 080°-090° byd 25 NM blo 4,500', 100°-112° byd 25 NM blo 4,500', 240°-270° byd 25 NM blo 4,500'.



HOLDENVILLE MUNI (F99) 1 NW UTC-6(-5DT) N35°05.15' W96°25.00'

861 B NOTAM FILE MLC

Rwy 17-35: H3251X100 (CONC) S-30, D-42 MIRL

Rwy 17: Trees. **Rwy 35:** P-line.

AIRPORT REMARKS: Attended 1400-2300Z†. Ultralights on and invof arpt. 125' AGL silo, .3 NM west Rwy 35 thld. Rwy 17-35 surface severe cracking, spalling and deterioration.

COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 287° 34.3 NM to fld. 820/8E. **HIWAS.**

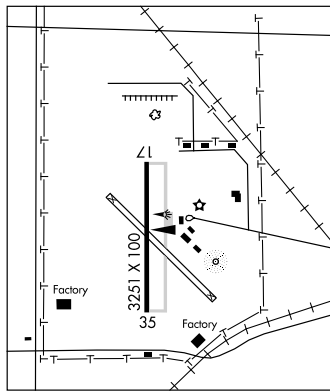
NDB (MHW) 411 HDL N35°05.12' W96°24.82' at fld.

Unmonitored.

DALLAS-FT. WORTH


L-17D

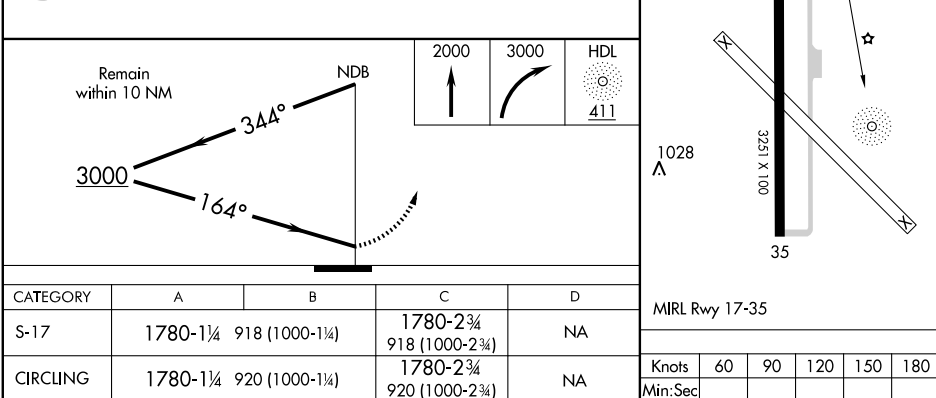
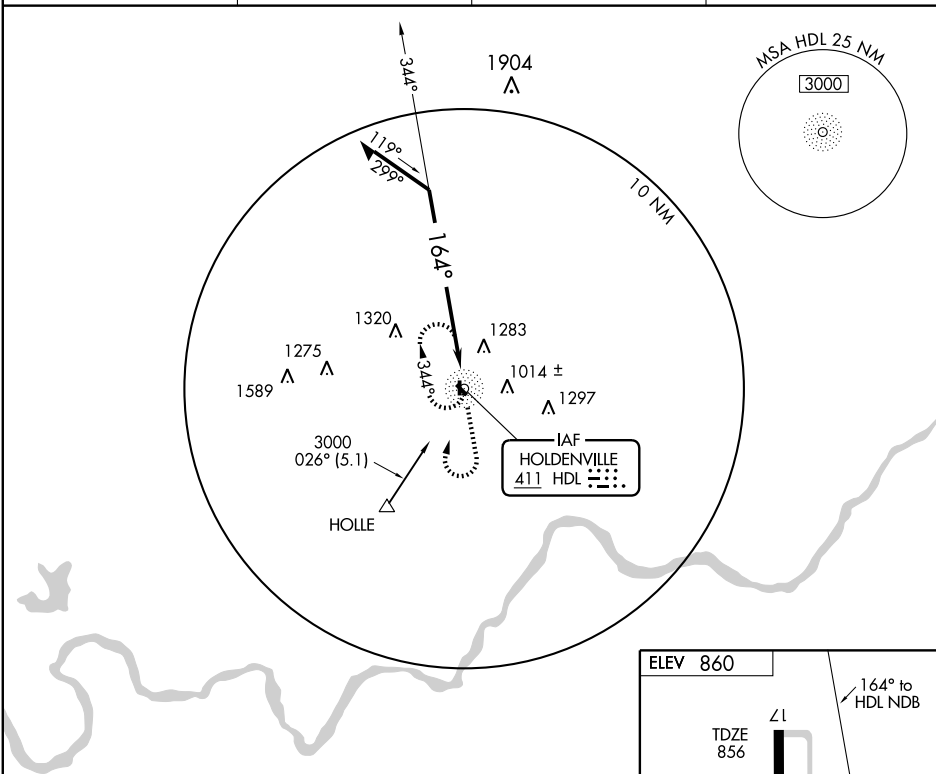
IAP



NDB HDL <u>411</u>	APP CRS 164°	Rwy Idg 3251 TDZE 856 Apt Elev 860
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NDB RWY 17
HOLDENVILLE MUNI (F99)

 NA Use McAlester altimeter setting.		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.	
ADA MUNI AWOS-3 118.725	McALESTER REGIONAL ASOS 135.125	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF)



APP CRS 174°	Rwy Idg TDZE 862 Apt Elev 862
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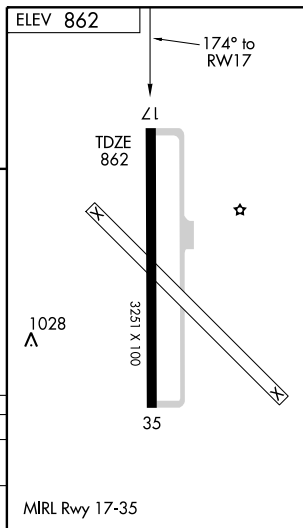
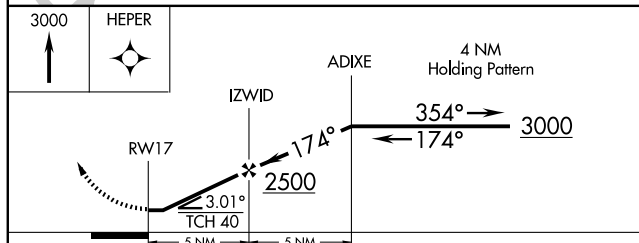
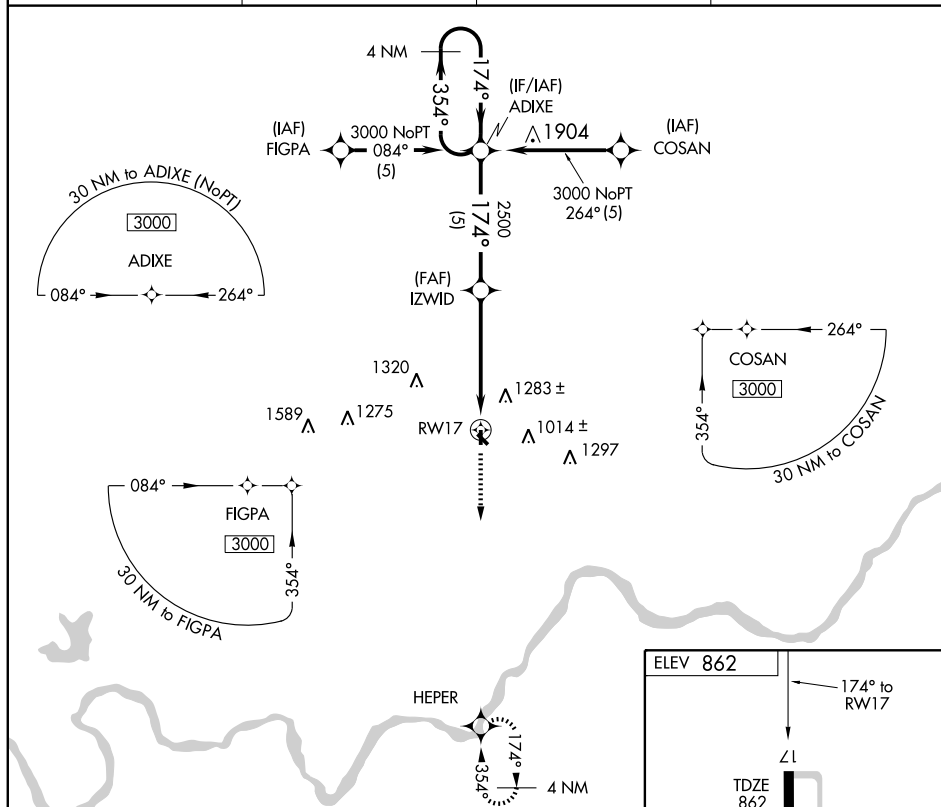
RNAV (GPS) RWY 17

HOLDENVILLE MUNI (F99)

▲ NA Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADA MUNI AWOS-3 118.725	McALESTER REGIONAL ASOS 135.125	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	1520-1 658 (700-1)	1520-1 658 (700-1 3/4)	1520-1 658 (700-1 3/4)	NA
CIRCLING	1520-1 658 (700-1)	1660-1 798 (800-1 1/4)	1660-2 798 (800-2 1/4)	NA

APP CRS 354°	Rwy Idg 3251
	TDZE 857
	Apt Elev 862

RNAV (GPS) RWY 35

HOLDENVILLE MUNI (F99)

NA Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

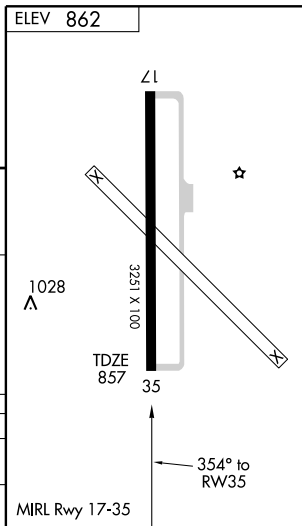
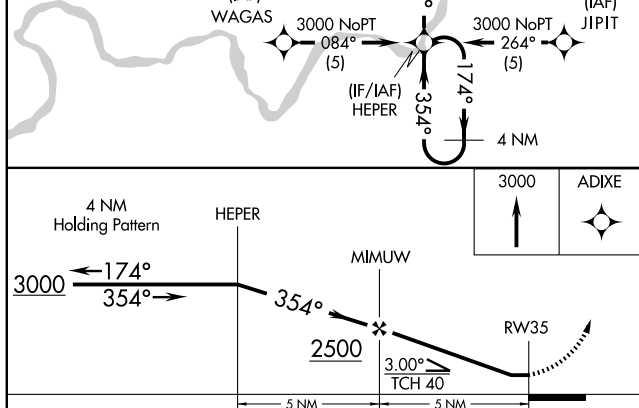
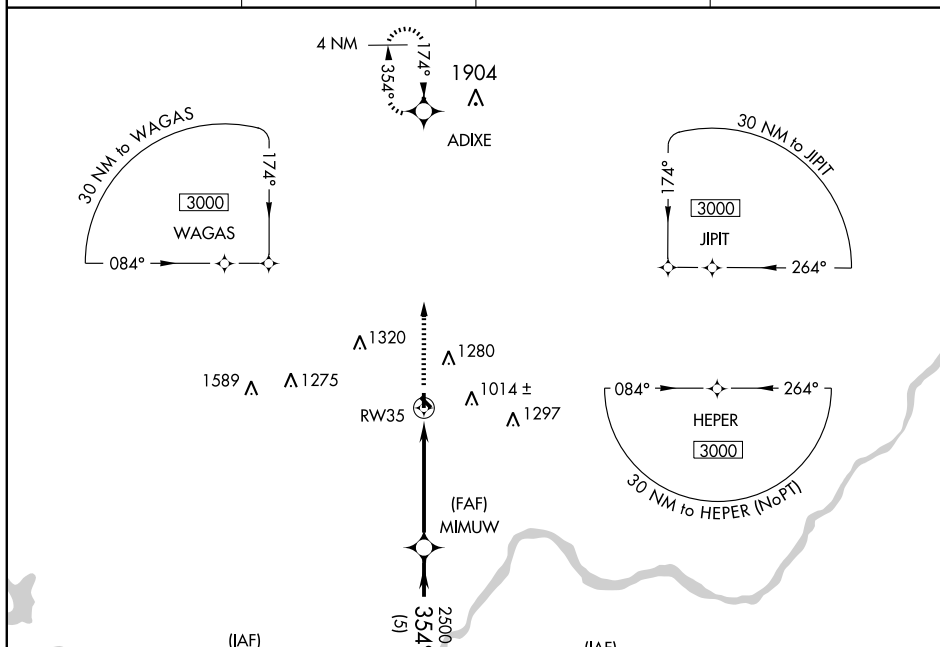
MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADA MUNI AWOS-3
118.725

McALESTER REGIONAL ASOS
135.125

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1420-1	563 (600-1)	1420-1½ 563 (600-1½)	NA
CIRCLING	1460-1 598 (600-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-1¼)	NA

HOOKER MUNI (O45) 0 W UTC-6(-5DT) N36°51.43' W101°13.63'

WICHITA
L-15B

2998 B TPA-4000(1002) NOTAM FILE MLC

RWY 17-35: H3312X60 (ASPH) MIRL

RWY 17: Road. Rgt tfc.

RWY 35: Pole.

AIRPORT REMARKS: Unattended. Twr 336' AGL 2160' northeast.

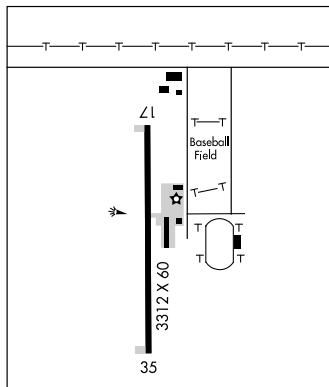
ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 217° 16.7 NM to fld. 2891/11E. HIWAS.



HUGO N34°02.38' W95°32.36' NOTAM FILE MLC

NDB (MHW) 323 HHW at Stan Stamper Muni.

MEMPHIS
L-17D

HUGO

STAN STAMPER MUNI (HHW) 2 NW UTC-6(-5DT) N34°02.09' W95°32.51'

DALLAS-FT. WORTH

572 B FUEL 100LL, JET A NOTAM FILE MLC

L-17D

RWY 17-35: H4007X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: Trees.

RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. MIRL Rwy 17-35 preset low ints to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (580) 326-2134).

COMMUNICATIONS: CTAF/UNICOM 122.8

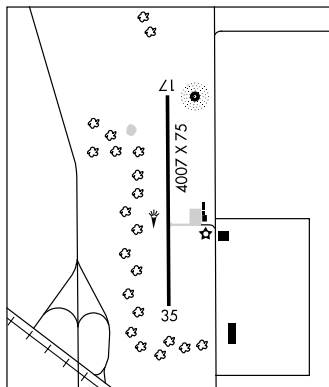
FORT WORTH CENTER APP/DEP CON 124.875

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 158° 50.2 NM to fld. 820/8E. HIWAS.

HUGO NDB (MHW) 323 HHW N34°02.38' W95°32.36' at fld.



IDABEL

MCCURTAIN CO RGNL (404) 2 NW UTC-6(-5DT) N33°54.56' W94°51.56'

MEMPHIS
H-61, L-17D
IAP

472 B FUEL 100LL, JET A NOTAM FILE 404

RWY 02-20: H5000X75 (ASPH) S-30 MIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 41'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1500-2200Z+. Fuel avbl 24 hrs self service with major credit card. Rwy 02 and Rwy 20 west side REIL lgts OTS indef. ACTIVATE MIRL Rwy 02-20 REIL and PAPI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (580) 286-2217.

COMMUNICATIONS: CTAF/UNICOM 122.8

® FORT WORTH CENTER APP/DEP CON 123.925

RADIO AIDS TO NAVIGATION: NOTAM FILE TXK.

TEXARKANA (H) VORTACW 116.3 TXK Chan 110 N33°30.83' W94°04.39' 294° 45.9 NM to fld. 270/7E.

NDB HHW
323

APP CRS
002°

Rwy Idg	4007
TDZE	571
Apt Elev	571

NDB or GPS RWY 35

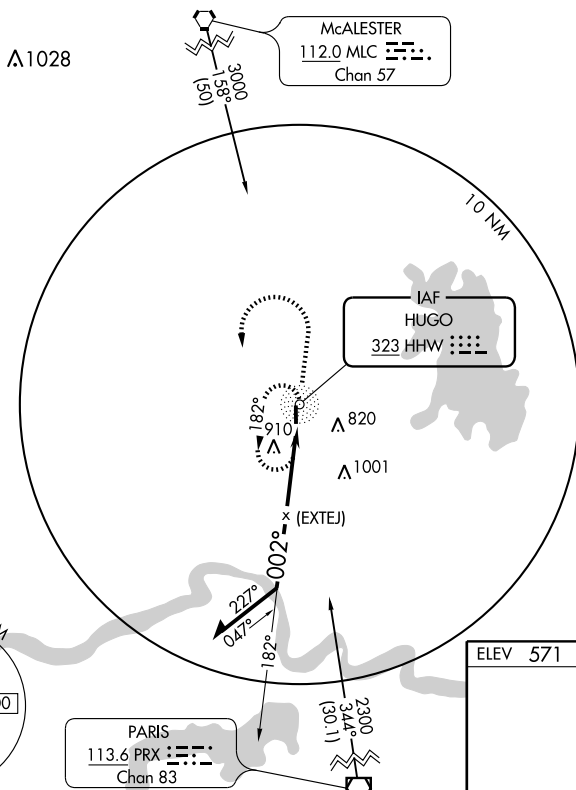
HUGO/STAN STAMPER MUNI(HHW)

A NA

MISSED APPROACH: Climb to 2300 then left turn direct HHW NDB and hold.

AWOS-3
119.025

FORT WORTH CENTER
124.875 307.2

UNICOM
122.8 (CTAF) **L**

Remain
within 10 NM

2300

NDB

 -182°

TEJ)

2300

HHW

323

ELEV 571

7

1007 X 75

TDZ
571

3.4

to NDB

MIRL Rwy 17-35 **L**

CATEGORY	A	B	C	D						
S-35	1260-1	689 (700-1)	NA		Knots	60	90	120	150	180
CIRCLING	1260-1	689 (700-1)	NA		Min:Sec					

HUGO, OKLAHOMA

Amdt 1 08157

HUGO/ STAN STAMPER MUNI (HHW)

NDB or GPS RWY 35

34°02'N - 95°33'W

SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

HOOKER MUNI (O45) 0 W UTC-6(-5DT) N36°51.43' W101°13.63'

WICHITA

2998 B TPA-4000(1002) NOTAM FILE MLC

L-15B

RWY 17-35: H3312X60 (ASPH) MIRL

RWY 17: Road. Rgt tfc.

RWY 35: Pole.

AIRPORT REMARKS: Unattended. Twr 336' AGL 2160' northeast.

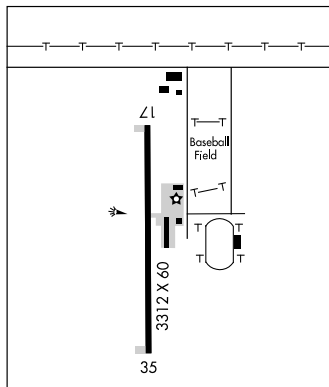
ACTIVATE MIRL Rwy 17-35-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 217° 16.7 NM to fld. 2891/11E. HIWAS.

**HUGO** N34°02.38' W95°32.36' NOTAM FILE MLC

MEMPHIS

NDB (MHW) 323 HHW at Stan Stamper Muni.

L-17D

HUGO**STAN STAMPER MUNI** (HHW) 2 NW UTC-6(-5DT) N34°02.09' W95°32.51'

DALLAS-FT. WORTH

572 B FUEL 100LL, JET A NOTAM FILE MLC

L-17D

RWY 17-35: H4007X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: Trees.

RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. MIRL Rwy 17-35 preset low ints to increase ints ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (580) 326-2134).

COMMUNICATIONS: CTAF/UNICOM 122.8

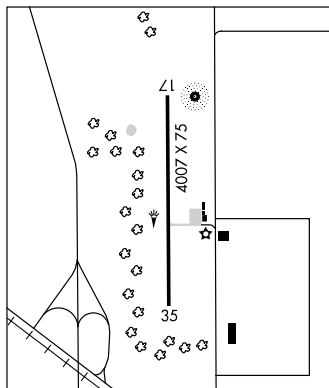
FORT WORTH CENTER APP/DEP CON 124.875

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 158° 50.2 NM to fld. 820/8E. HIWAS.

HUGO NDB (MHW) 323 HHW N34°02.38' W95°32.36' at fld.

**IDABEL****MCCURTAIN CO RGNL** (404) 2 NW UTC-6(-5DT) N33°54.56' W94°51.56'

MEMPHIS

472 B FUEL 100LL, JET A NOTAM FILE 404

H-61, L-17D

RWY 02-20: H5000X75 (ASPH) S-30 MIRL

IAP

RWY 02: REIL. PAPI(P4L)-GA 3.0° TCH 40'.

RWY 20: REIL. PAPI(P4L)-GA 3.0° TCH 41'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1500-2200Z+. Fuel avbl 24 hrs self service with major credit card. Rwy 02 and Rwy 20 west side REIL lgts OTS indef. ACTIVATE MIRL Rwy 02-20 REIL and PAPI Rwy 02 and Rwy 20-CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (580) 286-2217.

COMMUNICATIONS: CTAF/UNICOM 122.8

® FORT WORTH CENTER APP/DEP CON 123.925

RADIO AIDS TO NAVIGATION: NOTAM FILE TXK.

TEXARKANA (H) VORTACW 116.3 TXK Chan 110 N33°30.83' W94°04.39' 294° 45.9 NM to fld. 270/7E.

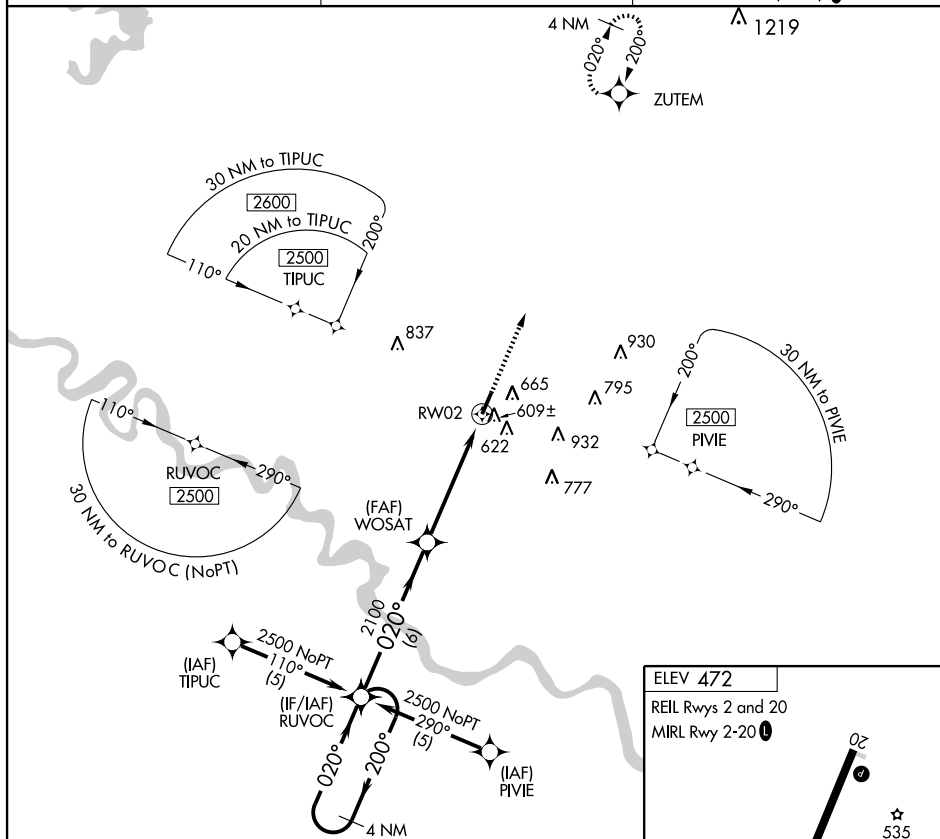
APP CRS
020°Rwy ldg **5000**
TDZE **472**
Apt Elev **472****RNAV (GPS) RWY 2**

IDABEL/MC CURTAIN COUNTY RGNL (404)

▽ If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.

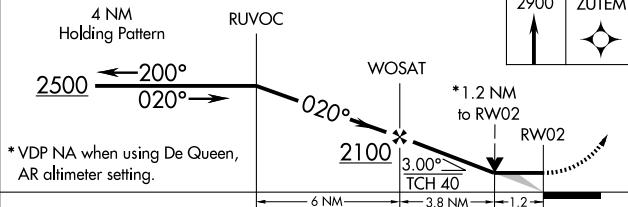
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900
direct ZUTEM and hold.

AWOS-3
120.0FORT WORTH CENTER
123.925 269.475UNICOM
122.8 (CTAF) 0

ELEV 472

REIL Rwy 2 and 20

MIRL Rwy 2-20 **0**

* VDP NA when using De Queen,
AR altimeter setting.

CATEGORY	A	B	C	D
RNAV MDA	880-1	408 (500-1)	880-1½ 408 (500-1½)	NA
CIRCLING	1020-1	548 (600-1)	1020-1½ 548 (600-1½)	NA

APP CRS 200°	Rwy Idg 5000
	TDZE 464
	Apt Elev 472

RNAV (GPS) RWY 20

IDABEL/MC CURTAIN COUNTY RGNL (404)

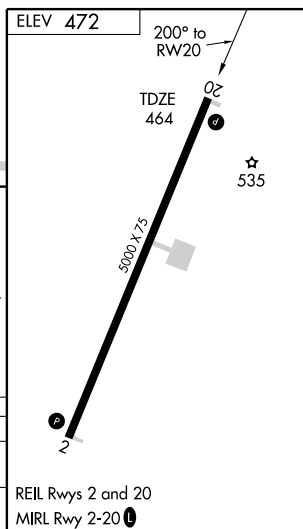
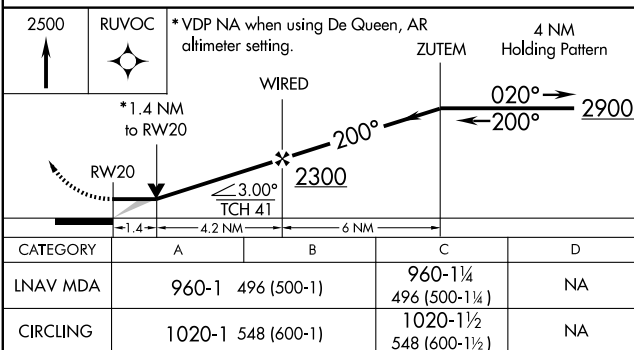
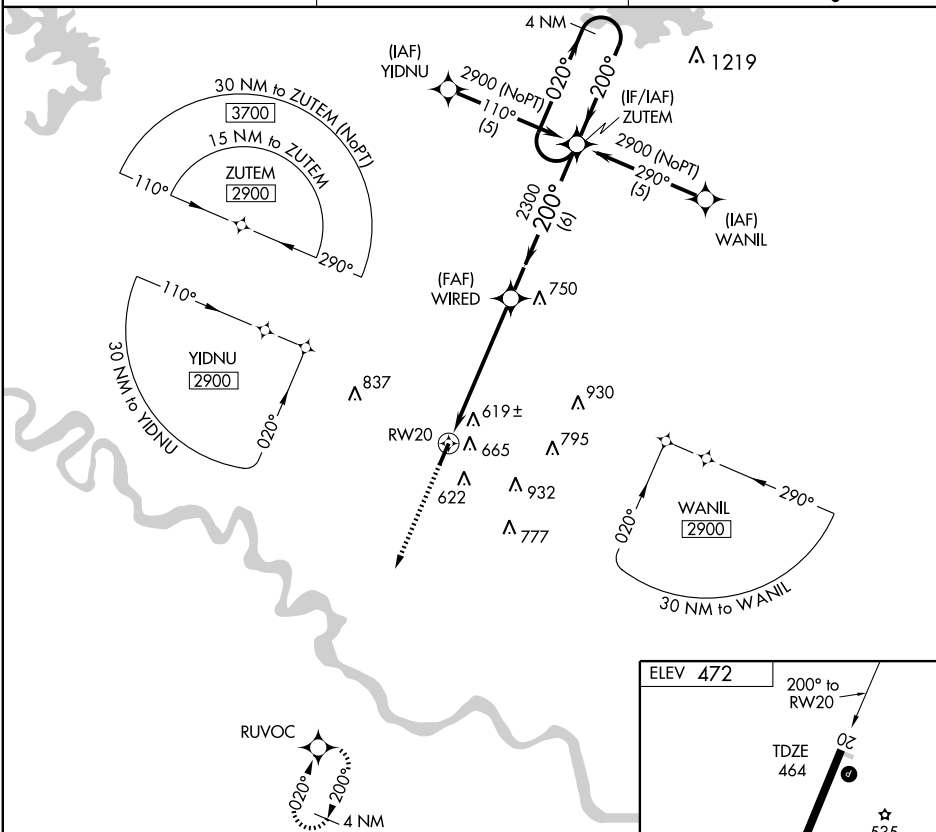
▽ If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
△NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3
120.0

FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF) 0



AIRPORT DIAGRAM

AL-924 (FAA)

LAWTON-FORT SILL RGNL (LAW)
LAWTON, OKLAHOMA

ATIS
120.75
LAWTON TOWER ★
119.9 257.8
GND CON
121.9

D

CONTROL
TOWER
1182

FIELD
ELEV
1110

HANGARS

HANGAR

HANGARS

HANGARS

TERMINAL

34° 35' N

34° 34' N

RWY 17-35
S-45, D-179, 2S-175, 2D-344

35 ELEV
1070

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

98° 25' W

98° 24' W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



VAR 5.1° E

AIRPORT DIAGRAM

LAWTON, OKLAHOMA
LAWTON-FORT SILL RGNL (LAW)

LAVERNE MUNI (051) 3 NW UTC-6(-5DT) N36°44.67' W99°54.52'

WICHITA

L-15C

2112 NOTAM FILE MLC

Rwy 17-35: H3950X50 (ASPH) S-4 LIRL (NSTD)

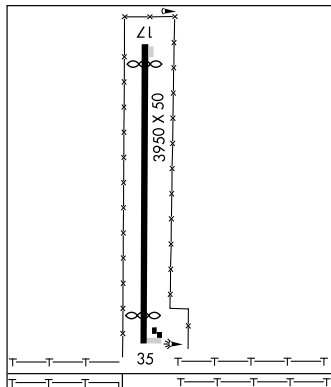
Rwy 17: Thld dsplcd 144'. **Rwy 35:** Thld dsplcd 353'. P-line.

AIRPORT REMARKS: Unattended. Rwy 17-35 NSTD LIRL. Thld lgts all green lenses, NSTD location.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62' W99°52.81' 347° 24.1 NM to fld. 2430/10E. **HIWAS.**



LAWTON-FORT SILL RGNL (LAW) 2 S UTC-6(-5DT) N34°34.06' W98°25.00'

DALLAS-FT. WORTH

1110 B S4 **FUEL** 100LL, JET A1 + OX 1, 2 Class I, ARFF Index A NOTAM FILE LAW

H-6H, L-17C

Rwy 17-35: H8599X150 (CONC-WC) S-45, D-179, 2S-175, 2D-344 HIRL

IAP, AD

Rwy 17: REIL. VASI(V4L)—GA 3.0° TCH 46'. Pole. 0.3% down.

Rwy 35: MALSR. 0.6% up.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 17: TORA-8599 TODA-8599 ASDA-8599 LDA-8599

Rwy 35: TORA-8599 TODA-8599 ASDA-8599 LDA-8599

AIRPORT REMARKS: Attended Mon-Fri 1130-0200Z Sat-Sun

1130-0100Z. Birds on and invof arpt. When twr clsd ARFF avbl through Fort Sill apch control. PPR for unscheduled Part 121 acft ops with over 30 passenger seats, ctc arpt manager 580-353-4869. When twr clsd HIRL Rwy 17-35 preset med ints, to increase ints and ACTIVATE MALSR Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (580) 581-1351.

COMMUNICATIONS: CTAF 119.9 ATIS 120.75 UNICOM 122.95

® **FORT SILL APP/DEP CON** 120.55

TOWER 119.9 (1400-0100Z) **GND CON** 121.9

AIRSPACE: CLASS D svc 1400-0100Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAW.

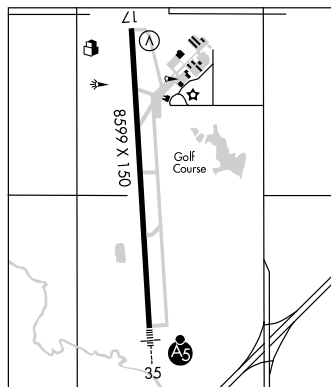
(L) **VORW/DME** 109.4 LAW Chan 31 N34°29.77'

W98°24.79' 349° 4.3 NM to fld. 1104/9E.

ILS 109.1 I-LAW Rwy 35. Class IB. Unmonitored when twr clsd. GS unusable for coupled apchs blo 2000' MSL.

ASR

COMM/NAV/WEATHER REMARKS: When twr clsd weather avbl through Fort Sill apch control.



LEXINGTON

Mc CASLIN (044) 4 N UTC-6(-5DT) N35°05.54' W97°20.19'

DALLAS-FT. WORTH

1135 NOTAM FILE MLC

Rwy 17-35: 2135X80 (TURF)

Rwy 17: P-line. **Rwy 35:** Tree.





AIRPORT REMARKS: Unattended. Rwy 17-35 marked by white cones on east side only. Rwy 17 and Rwy 35 ends marked by white cones.

COMMUNICATIONS: CTAF 122.9

APP CRS 351°	Rwy Idg 8599
	TDZE 1089
	Apt Elev 1110

GPS RWY 35

LAWTON-FORT SILL RGNL (LAW)

  NA ASR	MALSR  
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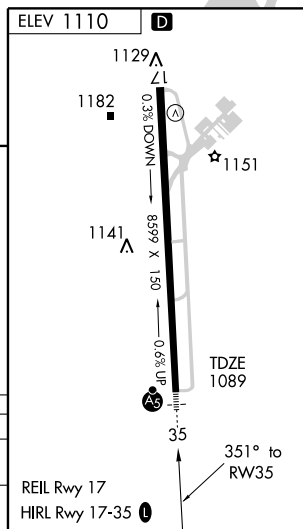
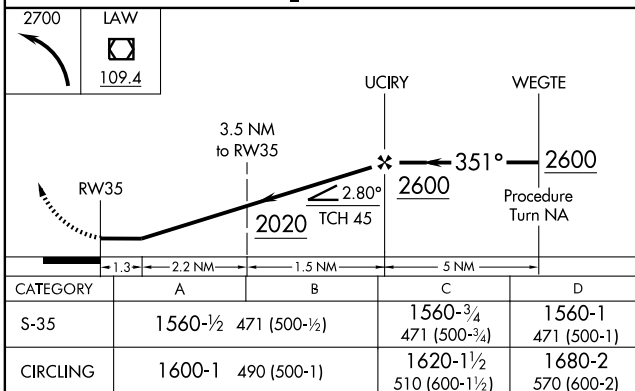
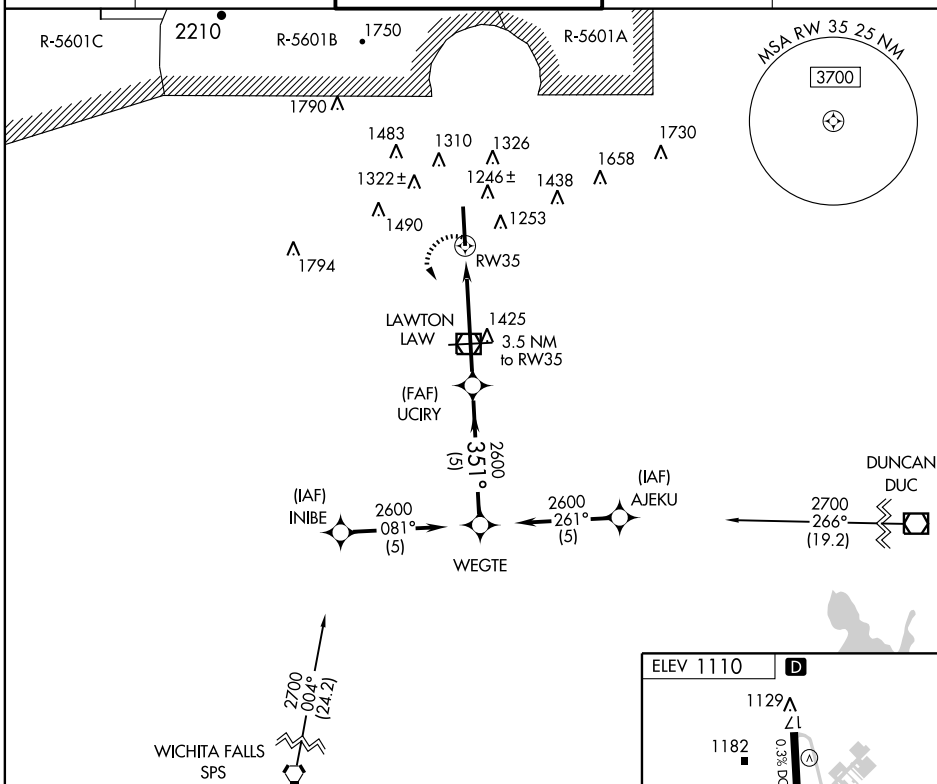
MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.

ATIS
120.75

FORT SILL APP CON
120.55 322.4

LAWTON TOWER ★
119.9(CTAF) 257.8

GND CON
121.9

UNICOM
122.95

LAWTON, OKLAHOMA
Orig-B 10042

LAWTON-FORT SILL RGNL (LAW)
CRS BWAY 25

GPS RWY 35

34° 34' N-98° 25' W

SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

LOC I-LAW	APP CRS	Rwy Idg	8599
<u>109.1</u>	351°	TDZE	1089
		Apt Elev	1110

ILS or LOC RWY 35
LAWTON-FORT SILL RGNL (LAW)

Autopilot coupled approach NA below 2000.

MALSR

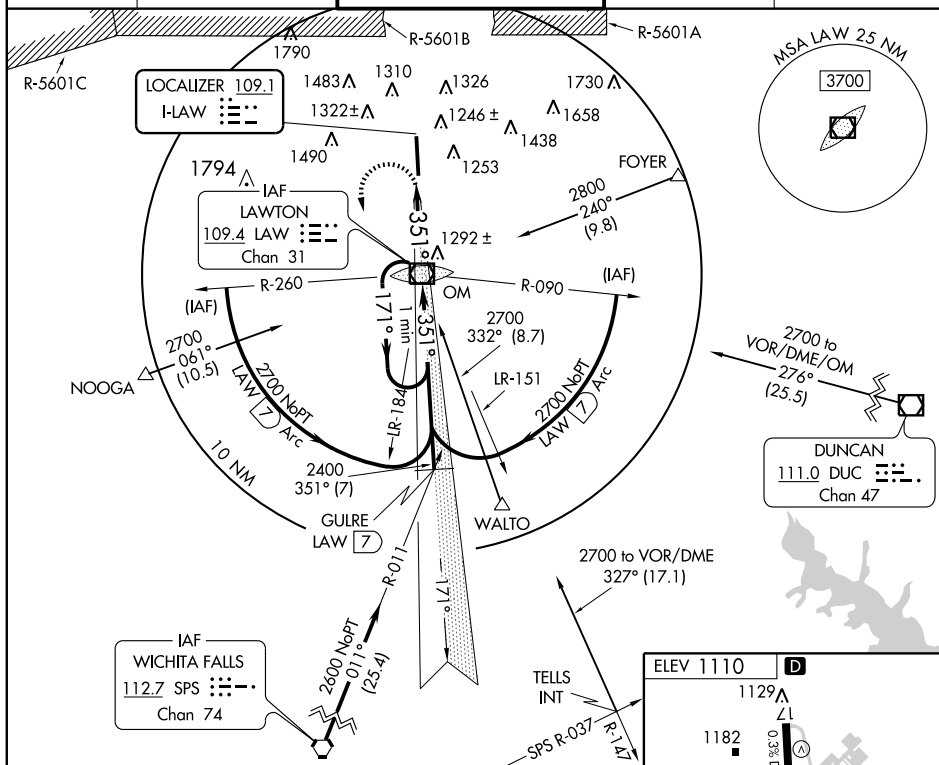
MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.

ATIS
120.75

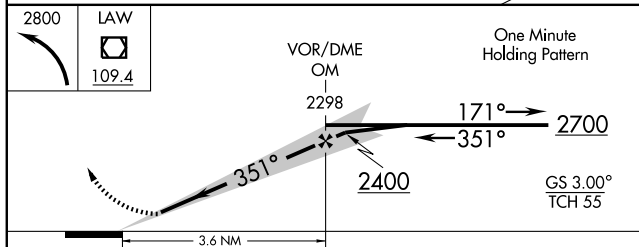
FORT SILL APP CON
120.55 322.4

LAWTON TOWER ★
119.9(CTAF) **L** 257.8

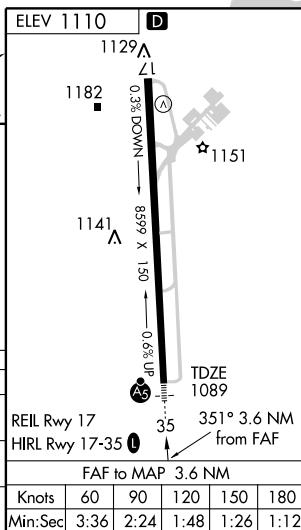
GND CON
121.9

UNICOM
122.95

SC-1. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-ILS 35	1289- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 35	1520- $\frac{1}{2}$	431 (500- $\frac{1}{2}$)	1520- $\frac{3}{4}$ 431 (500- $\frac{3}{4}$)	1520-1 431 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1 $\frac{1}{2}$ 510 (600-1 $\frac{1}{2}$)	1680-2 570 (600-2)



LAWTON, OKLAHOMA
Amdt 7E 10070

34°34'N - 98°25'W

LAWTON-FORT SILL RGNL (LAW)
ILS or LOC RWY 35

MOORELAND MUNI (MDF) 3 N UTC-6(-5DT) N36°29.09' W99°11.65'

WICHITA

1970 B S2 FUEL 100LL, MOGAS NOTAM FILE MLC

L-15C

RWY 17-35: H3500X60 (ASPH) S-4 MIRL

IAP

RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z†. Sat-Sun on call.

For arpt attendant weekend and holidays call (580) 994-9305 or (580) 216-0014. PPR for fuel call 580-994-2427. ACTIVATE MIRL

Rwy 17-35—CTAF.

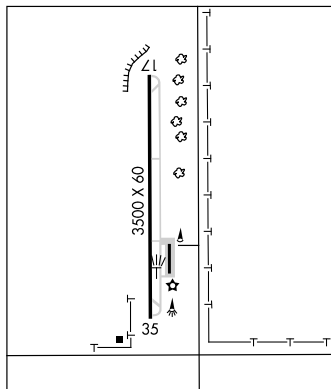
COMMUNICATIONS: CTAF/UNICOM 122.8.

KANSAS CITY CENTER APP/DEP CON 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 066° 34.3 NM to fld. 2430/10E. HIWAS.

**MULDROW AHP** (HMY) A (NG) 4 E UTC-6(-5DT) N35°01.58' W97°13.90'

DALLAS-FT WORTH

1091 B

Not insp.

L-17C

RWY 17-35: H2005X75 (ASPH) LIRL

DIAP

MILITARY SERVICE: LGT Rotating bcn phone req. FUEL J4**MILITARY REMARKS:** Attended Mon 1300-2200Z†, Tue-Fri 1330-0600Z†. RSTD PPR for all tran fuel, park and night op. DSN 628-8101, C405-217-8101. **CAUTION** Helicopter park ramp has perimeter fence.**COMMUNICATIONS:**

® FORT WORTH CENTER APP/DEP CON 128.1 322.4 MULDROW OPS 142.45 387.9 46.9 (Advisory svc only)

RADIO AIDS TO NAVIGATION:

MULDROW NDB (MHW) 512 HMY N35°01.74' W97°13.83' at fld. NOTAM FILE MLC.

MUNICIPAL (See TEXHOMA)**MUSKOGEE****DAVIS FLD** (MKO) 6 S UTC-6(-5DT) N35°39.46' W95°21.70'

DALLAS-FT. WORTH

611 B S2 FUEL 100LL, JET A NOTAM FILE MKO

H-61, L-15E

RWY 13-31: H7201X150 (ASPH) S-59, D-78, 2S-99, 2D-131 MIRL 0.4% up NW

IAP

RWY 13: PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 04-22: H4498X75 (ASPH-CONC) 0.3% up SW

RWY 04: Trees.

RWY 22: Road.

RWY 18-36: H1900X60 (ASPH)

RWY 18: Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-0000Z†, Sun

1400-2300Z†. For fuel after hrs call 918-682-4101. Bird activity

on and invof arpt. Occasional deer and coyotes on and invof rwy.

Ultralights on and invof arpt. Twy B clsd to acct over 25,000 lbs.

MIRL Rwy 13-31 preset low ints dusk-0600Z†, after 0600Z†

ACTIVATE—CTAF. To increase ints and ACTIVATE MALS Rwy

31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously. NOTE: See

Special Notices—Aerobatic Practice Area.

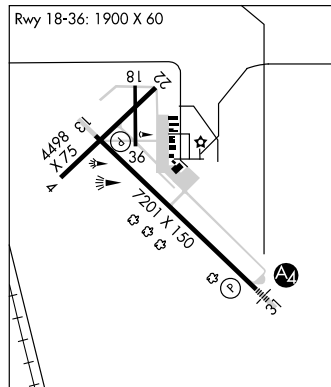
WEATHER DATA SOURCES: ASOS 135.025 (918) 683-6987.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MUSKOGEE RCO 122.5 (MC ALESTER RADIO)

® FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 139° 38.4 NM to fld. 770/8E.



NDB HMY 512	APCH CRS 169°	Rwy Idg TDZE Arpt Elev 2005 1091 1091
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AL-2497 [USA]

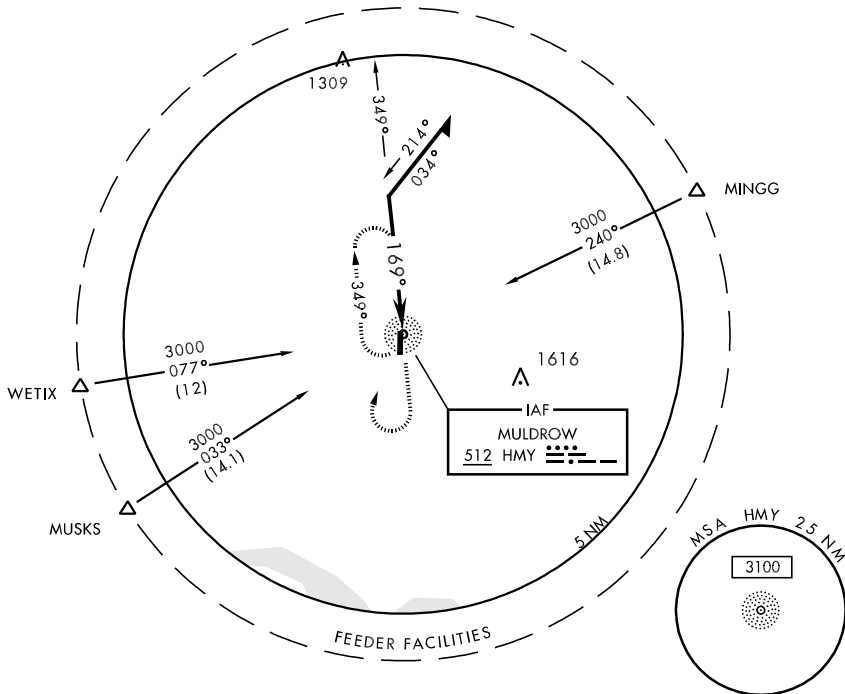
MULDROW AHP (KHMY)

▲ NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER
128.1 322.4

MULDROW OPS (Advsvy Svc only)
46.9 142.45 387.9 (CTAF)



Remain within
5NM

NDB

3000

349°

169°

2000

3000

HMY

ELEV 1091

TDZE 1091

1121 A

1141

1118 A

1118 A

1118 A

1118 A

1118 A

1118 A

1118 A

1118 A

CATEGORY

COPTER

H-17

1620-1 529 (600-1)

UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS

H-17

1680-1 589 (600-1)

UURL Rwy 17-35

35

NDB HMY <u>512</u>	APCH CRS 359°	Rwy Idg 2005 TDZE 1091 Arpt Elev 1091
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AL-2497 [USA]

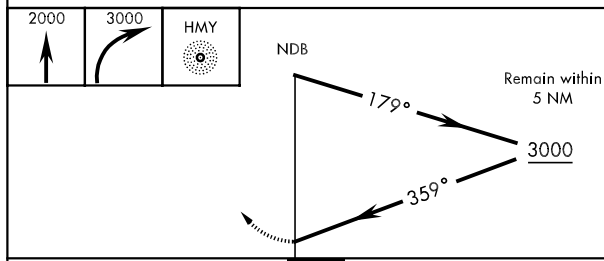
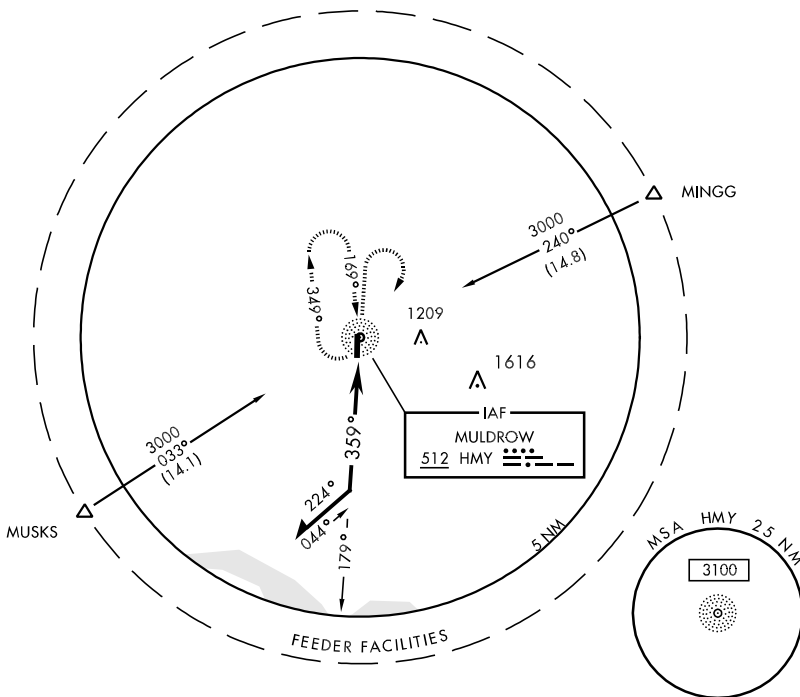
MULDROW AHP (KHMY)

A NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

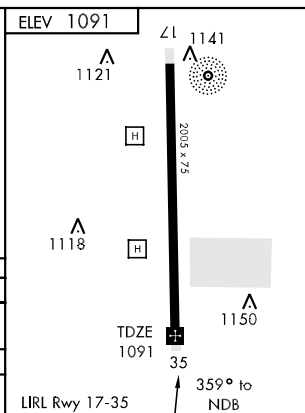
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER
128.1 322.4

MULDROW OPS (Advsy Svc only)
46.9 142.45 387.9 (CTAF)



CATEGORY	COFTER
H-35	1520-1 429 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER	ALTIMETER SETTING MINIMUMS
H-35	1580-1 489 (500-1)



APCH CRS 175°	Rwy Idg TDZE Arpt Elev	2005 1091 1091
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AL-2497 [USA]

MULDROW AHP (KHMV)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.

FORT WORTH CENTER
128.1 322.4

MULDROW OPS (Advsvy Svc only)
46.9 142.45 387.9 (CTAF)

Limit final and Missed Approach
airspeed to 90 KIAS.

HAVAK

3000
097°
(12.5)

1307

(IAF)
CONBO

3000

TAPUC

1571

3000

085°
(3)

2700

(FAF)
VAPPU175°
(3)

3000

(IAF)
IMIME

3000

265°
(3)

4 NM

085°

264°
(10.5)

MINGG

RW17

1616

1660

WETIX

1250

3000
043°
(11.7)

MSA RW17 2.5 NM

3100

IMIME

ELEV 1091

TDZE 1091

175° to RW17

1121

1141

2005 x .75

1118

1150

35

LIRL Rwy 17-35

3.64°

TAPUC

3000

175°

VAPPU

2700

RW17

3 NM

3 NM

CATEGORY

COPTER

LNAV MDA

1540-1 449 (500-1)

UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS

LNAV MDA

1600-1 509 (600-1)

APCH CRS 355°	Rwy Idg TDZE Arpt Elev	2005 1091 1091
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AL-2497 [USA]

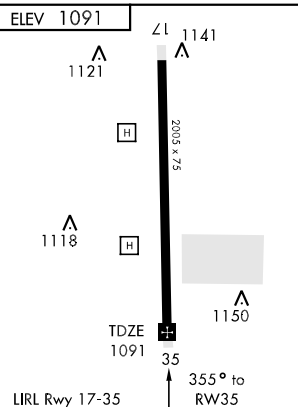
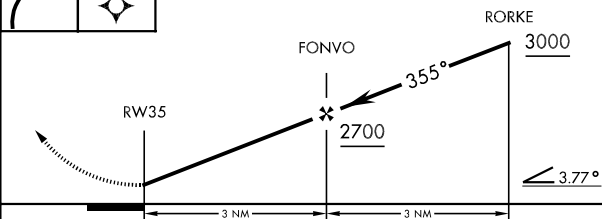
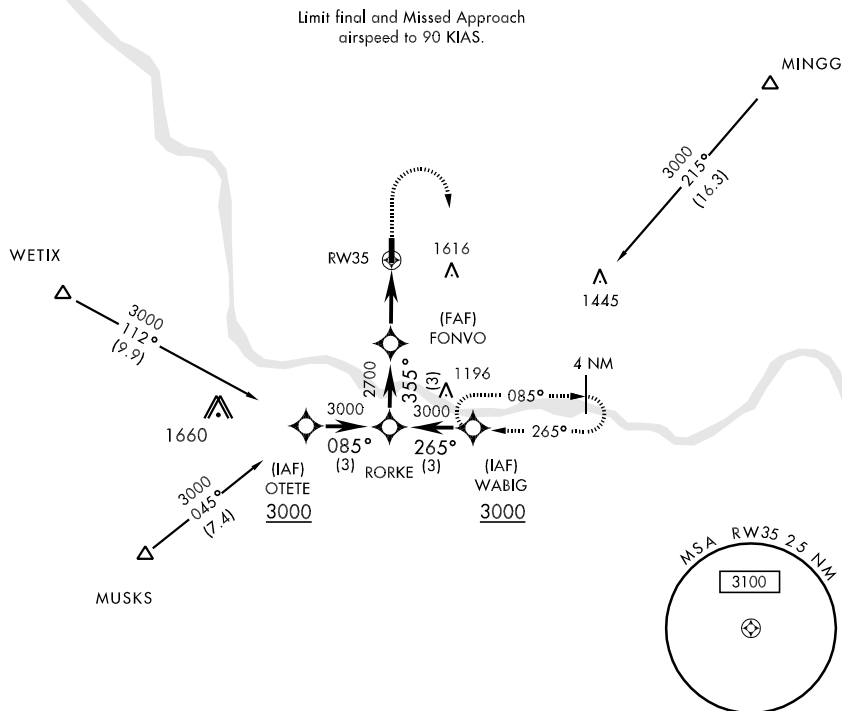
MULDROW AHP (KHMV)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.

FORT WORTH CENTER
128.1 322.4

MULDROW OPS (Advsvy Svc only)
46.9 142.45 387.9 (CTAF)



CATEGORY	COPTER
LNAV MDA	1500-1 409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1560-1 469 (500-1)

LINDSAY MUNI (1K2) 2 NE UTC-6(-5DT) N34°50.97' W97°35.12'

968 B NOTAM FILE MLC

RWY 01-19: H3010X60 (ASPH) S-4 MIRL

RWY 01: Fence. RWY 19: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS-SR. Rwy 01-19 surface deteriorating. MIRL Rwy 01-19 Preset low ints, to increase ints ACTIVATE—CTAF. 660' AGL antenna 3.2 miles north.

COMMUNICATIONS: CTAF 122.9

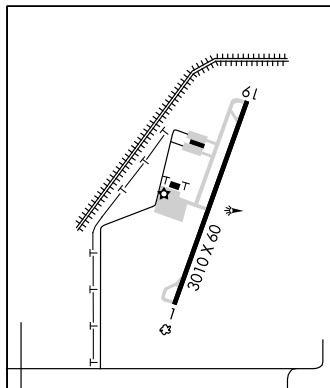
RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 171° 30.5 NM to fld. 1230/7E. HIWAS.

DALLAS-FT. WORTH

L-17C



MADILL MUNI (1F4) 3 NW UTC-6(-5DT) N34°08.42' W96°48.72'

890 B NOTAM FILE MLC

RWY 18-36: H3005X50 (ASPH) S-8 MIRL 0.6% up S

RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 47'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 60'. Fence.

AIRPORT REMARKS: Unattended. Rwy 18 left side REIL OTS indef. Rwy 36 PAPI OTS indef. +1694' twr 6.2 miles south of Rwy 36 end. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

® FORT WORTH CENTER APP/DEP CON 128.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

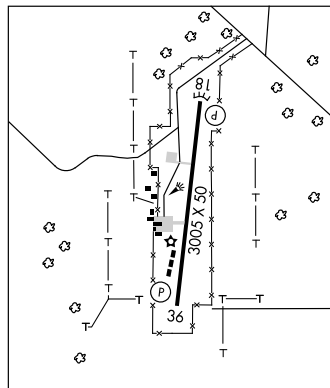
ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 097° 18.2 NM to fld. 937/6E.

DALLAS-FT. WORTH

L-17C

IAP



APP CRS **180°**
 Rwy Idg **3005**
 TDZE **890**
 Apt Elev **890**

RNAV (GPS) RWY 18

MADILL MUNI (1F4)

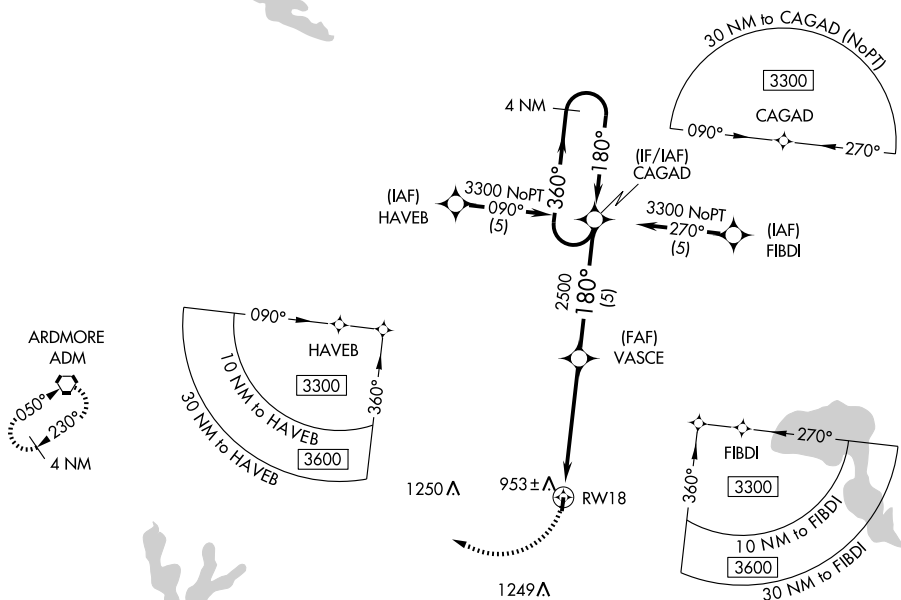
▼ Use Ardmore Downtown Executive altimeter setting.
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2600 direct ADM
 VORTAC and hold.

ARDMORE DOWNTOWN
 AWOS-3 **118.15**

FORT WORTH CENTER
128.1 327.15

CTAF
122.9 0



ELEV 890

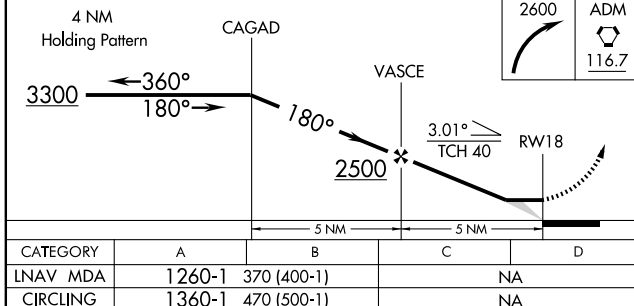
180° to
RW18

81

TDZE
890

3005 X 50
 36

MIRL Rwy 18-36 0
 REIL Rws 18 and 36



CATEGORY	A	B	C	D
LNAY MDA	1260-1	370 (400-1)	NA	NA
CIRCLING	1360-1	470 (500-1)	NA	NA

VORTAC ADM 116.7 Chan 114	APP CRS 097°	Rwy Idg TDZE Apt Elev	N/A N/A 890
---	------------------------	-----------------------------	--

VOR/DME-A
MADILL MUNI (1F4)

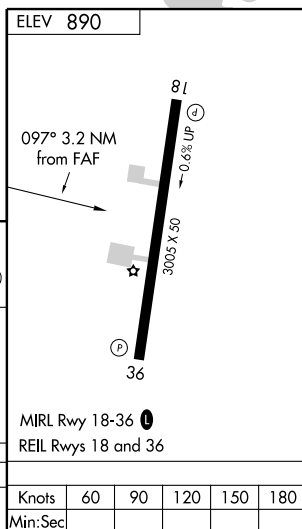
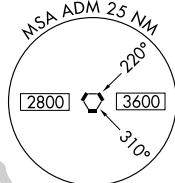
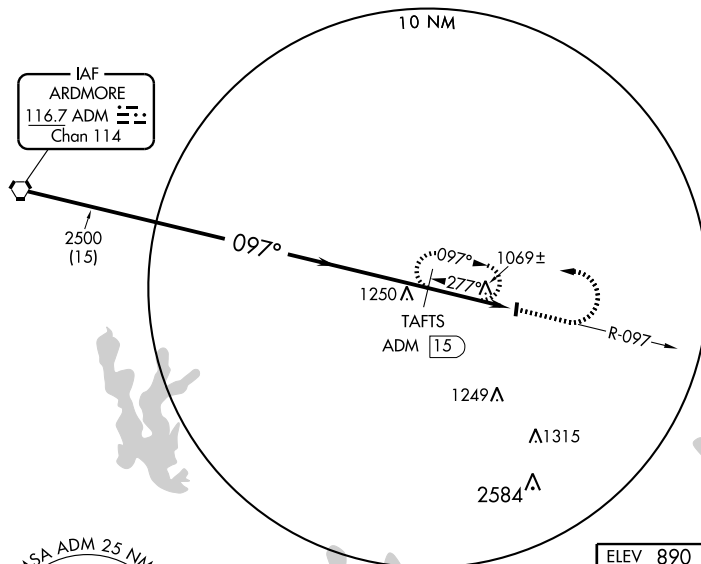
V Use Ardmore Downtown altimeter setting; if not received, use
Δ NA McAlester altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climb to 2500, then left turn via
ADM R-097 to TAFTS 15 DME and hold.

ARDMORE DOWNTOWN
AWOS-3 **118.15**

FORT WORTH CENTER
128.1 327.15

CTAF
122.9 0



CATEGORY	A	B	C	D
CIRCLING	1420-1	530 (600-1)	NA	NA

MANGUM

SCOTT FLD (2K4) 2 NW UTC-6(-5DT) N34°53.56' W99°31.69'

DALLAS-FT. WORTH

1643 B FUEL 100LL NOTAM FILE MLC

L-17B

RWY 17-35: H4200X75 (ASPH) S-12.5 MIRL 0.6% up S.

IAP

RWY 17: Road. RWY 35: P-line.

AIRPORT REMARKS: Unattended. Fuel available 24 hrs automated credit card system. Ultralights on and in vicinity of arpt. Drainage ditch adjacent Rwy 17 75' west. 30' p-line 500' east end Rwy 35.

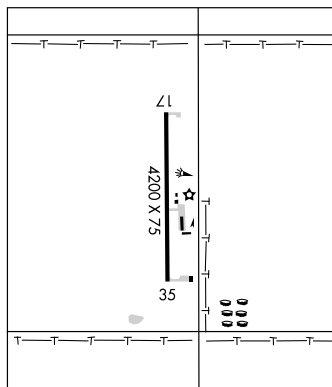
COMMUNICATIONS: CTAF 122.9

ALTUS APP/DEP CON 125.1 (Mon-Fri 1430-0830Z except Federal hols)

FORT WORTH CENTER APP/DEP CON 133.5 (Mon-Fri 0830-1430Z, Sat-Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

HOBBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99' W99°03.80' 264° 23.0 NM to fld. 1472/10E.



MARIETTA

McGEEHEE CATFISH RESTAURANT (T40) 5 SW UTC-6(-5DT) N33°53.94' W97°10.23'

DALLAS-FT WORTH

760 NOTAM FILE MLC

RWY 17-35: 2450X55 (TURF)

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended. Mar-Nov 2300-0230Z except Wed. Dec-Feb Thu-Sun 2300-0230Z. Daltg ops only. Rwy 17-35 CLOSED indef. Livestock and wildlife on and invof rwy. Rwy surrounded by tall trees. Rwy 17-35 steep terrain drop (-80') on all sides with areas of 120' rising terrain. Service road crosses 910' from Rwy 35 end. Rwy 17-35 slippery and soft when wet, rolling and uneven.

COMMUNICATIONS: CTAF 122.9

MC ALESTER RGNL (MLC) 3 SW UTC-6(-5DT) N34°52.94' W95°47.01'

DALLAS-FT. WORTH

770 B S4 FUEL 100LL, JET A NOTAM FILE MLC

H-6I, L-17B

RWY 02-20: H5602X100 (CONC) S-52, D-70, 2S-89, 2D-120 MIRL 0.5% up NE

IAP

RWY 02: MALS. PVASI(P SIL)—GA 3.0° TCH 39'. Trees.

RWY 20: REIL. PVASI(P SIL)—GA 2.5° TCH 45'. Road.

AIRPORT REMARKS: Attended 1130Z-dusk. After hrs call 918-426-1216. Deer and coyotes on and invof rwy. Rwy 20 PVASI OTS indef. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MALS Rwy 02—CTAF.

WEATHER DATA SOURCES: ASOS 135.125 (918) 426-1601. HIWAS 112.0 MLC.

COMMUNICATIONS: CTAF/UNICOM 122.95

RCO 123.6 122.65 (MC ALESTER RADIO)

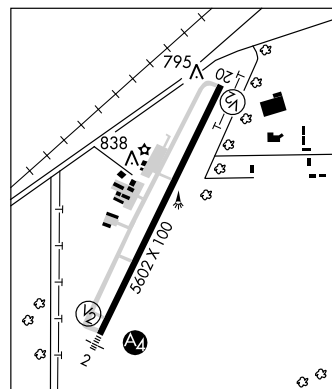
Ⓡ FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

(L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 350° 2.0 NM to fld. 820/8E. HIWAS.

WAMPA NDB (LOM) 344 ML N34°47.87' W95°49.24' 014° 5.4 NM to fld.

ILS 108.3 I-MLC Rwy 02. LOM WAMPA NDB. LOC only.



APP CRS 172°	Rwy Idg 4200
	TDZE 1634
	Apt Elev 1644

RNAV (GPS) RWY 17

MANGUM/SCOTT FIELD (2K4)

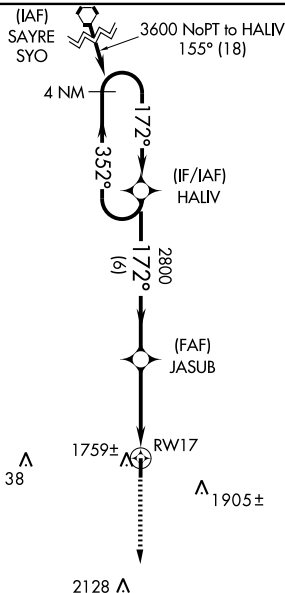
NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

HOBERT ASOS
133.325

ALTUS APP CON★
125.1 257.725

CTAF
122.9

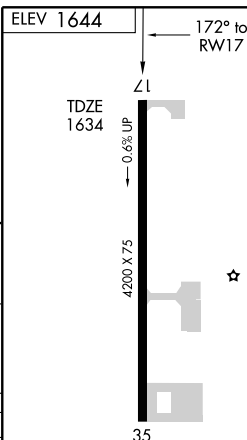
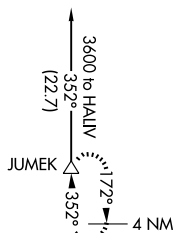
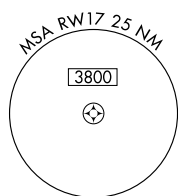


△2749

△2138

△1905±

2128 △



4 NM
Holding Pattern

HALIV

JASUB

3700 JUMEK
△

3600
←352°
172°→

172°→

2800
3.03°
TCH 40

RWY 17

6 NM

3.5 NM

CATEGORY	A	B	C	D
RNAV MDA	2160-1 526 (600-1)		2160-1½ 526 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

MIRL Rwy 17-35

APP CRS
352°

Rwy Idg	4200
TDZE	1643
Apt Elev	1644

RNAV (GPS) RWY 35

MANGUM/ SCOTT FIELD (2K4)

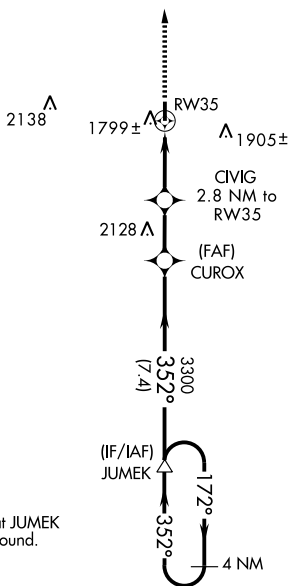
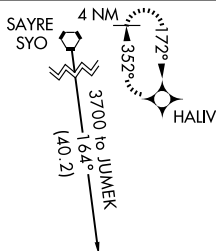
A NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HALV and hold.

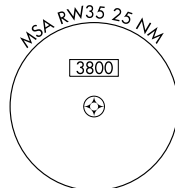
HOBART ASOS
133,325

ALTUS APP CON★
125.1 257.725

CTAF
122.9

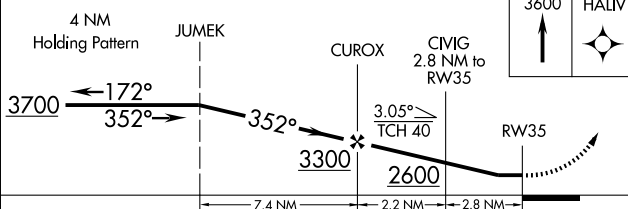
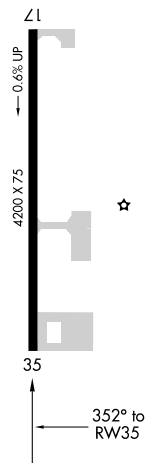


NoPT for arrivals at JUMK
on V14 northeastbound.



ELEV 1644

MIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	2160-1	517 (600-1)	2160-1½ 517 (600-½)	NA
CIRCLING	2220-1	576 (600-1)	2220-1½ 576 (600-½)	NA

MANGUM, OKLAHOMA

Amdt 1 09351

34°54'N-99°32'W

MANGUM/SCOTT FIELD (2K4)

RNAV (GPS) RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

MANGUM

SCOTT FLD (2K4) 2 NW UTC-6(-5DT) N34°53.56' W99°31.69'

DALLAS-FT. WORTH

1643 B FUEL 100LL NOTAM FILE MLC

L-17B

RWY 17-35: H4200X75 (ASPH) S-12.5 MIRL 0.6% up S.

IAP

RWY 17: Road. RWY 35: P-line.

AIRPORT REMARKS: Unattended. Fuel available 24 hrs automated credit card system. Ultralights on and in vicinity of arpt. Drainage ditch adjacent Rwy 17 75' west. 30' p-line 500' east end Rwy 35.

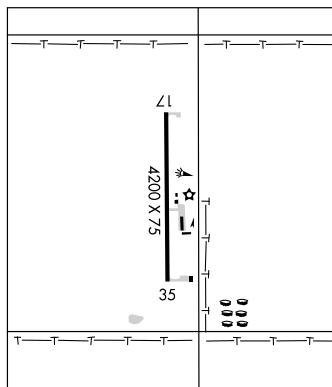
COMMUNICATIONS: CTAF 122.9

ALTUS APP/DEP CON 125.1 (Mon-Fri 1430-0830Z except Federal hols)

FORT WORTH CENTER APP/DEP CON 133.5 (Mon-Fri 0830-1430Z, Sat-Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

HOBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99' W99°03.80' 264° 23.0 NM to fld. 1472/10E.



MARIETTA

McGEEHEE CATFISH RESTAURANT (T40) 5 SW UTC-6(-5DT) N33°53.94' W97°10.23'

DALLAS-FT WORTH

760 NOTAM FILE MLC

RWY 17-35: 2450X55 (TURF)

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended. Mar-Nov 2300-0230Z except Wed. Dec-Feb Thu-Sun 2300-0230Z. Daltg ops only. Rwy 17-35 CLOSED indef. Livestock and wildlife on and invof rwy. Rwy surrounded by tall trees. Rwy 17-35 steep terrain drop (-80') on all sides with areas of 120' rising terrain. Service road crosses 910' from Rwy 35 end. Rwy 17-35 slippery and soft when wet, rolling and uneven.

COMMUNICATIONS: CTAF 122.9

MC ALESTER RGNL (MLC) 3 SW UTC-6(-5DT) N34°52.94' W95°47.01'

DALLAS-FT. WORTH

770 B S4 FUEL 100LL, JET A NOTAM FILE MLC

H-6I, L-17B

RWY 02-20: H5602X100 (CONC) S-52, D-70, 2S-89, 2D-120 MIRL 0.5% up NE

IAP

RWY 02: MALS. PVASI(P SIL)—GA 3.0° TCH 39'. Trees.

RWY 20: REIL. PVASI(P SIL)—GA 2.5° TCH 45'. Road.

AIRPORT REMARKS: Attended 1130Z-dusk. After hrs call 918-426-1216. Deer and coyotes on and invof rwy. Rwy 20 PVASI OTS indef. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MALS Rwy 02—CTAF.

WEATHER DATA SOURCES: ASOS 135.125 (918) 426-1601. HIWAS 112.0 MLC.

COMMUNICATIONS: CTAF/UNICOM 122.95

RCO 123.6 122.65 (MC ALESTER RADIO)

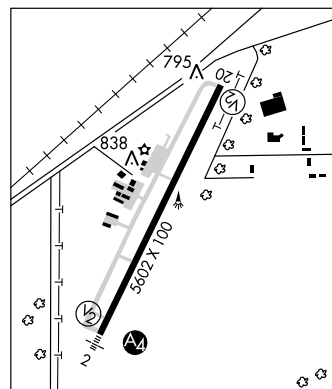
⑦ FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

(L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 350° 2.0 NM to fld. 820/8E. HIWAS.

WAMPA NDB (LOM) 344 ML N34°47.87' W95°49.24' 014° 5.4 NM to fld.

ILS 108.3 I-MLC Rwy 02. LOM WAMPA NDB. LOC only.



LOC 1 MI

APP CRS

Rwy Idg

5602

108.3

014°

IDZE
Act Elev

755
770

LOC RWY 2

MC ALESTER RGNL (MLC)

T Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility $\frac{1}{4}$ mile and Circling Cats C and D visibility $\frac{1}{2}$ mile. Visibility reduction by helicopters NA.

MALS

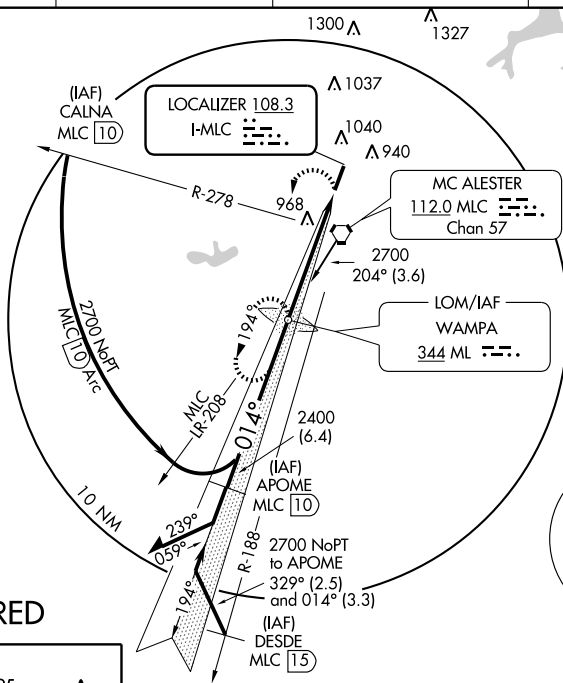


MISSED APPROACH:
Climbing left turn to 2700
direct ML LOM and hold.

ASOS
135.125

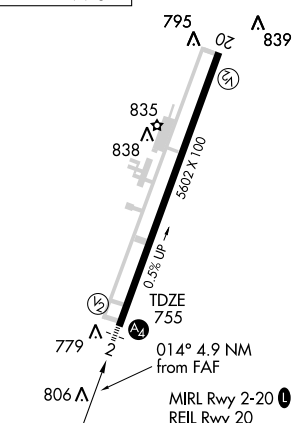
FORT WORTH CENTER
132.2 338.35

MC ALESTER RADIO
122.65

UNICOM
122.95 (CTAF) **L**

ADF REQUIRED

ELEV 770



Remain
within 10 NM

LOM

2700

2400

$$\frac{3.07^\circ}{TCH\ 54}$$

CATEGORY

A

C

D

S-

1 200- $\frac{3}{4}$ 445 (500- $\frac{3}{4}$)

1200-1 1/4
115 (500 3) (1)

1200-1 1/2
115 (500-115)

CIRCLING

1 400 1 420 (300 1)

1400-1 3/4

1400-2

MC ALESTER, OKLAHOMA

Amdt 4B 22OCT09

MC ALESTER RGNL (MLC)

LOC RWY 2

34°53'N - 95°47'W

SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 50201 W02A	APP CRS 014°	Rwy Idg 5602 TDZE 755 Apt Elev 770
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RNAV (GPS) RWY 2

MC ALESTER RGNL (MLC)

▼ Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

MALS



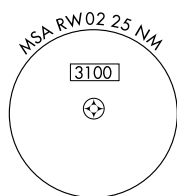
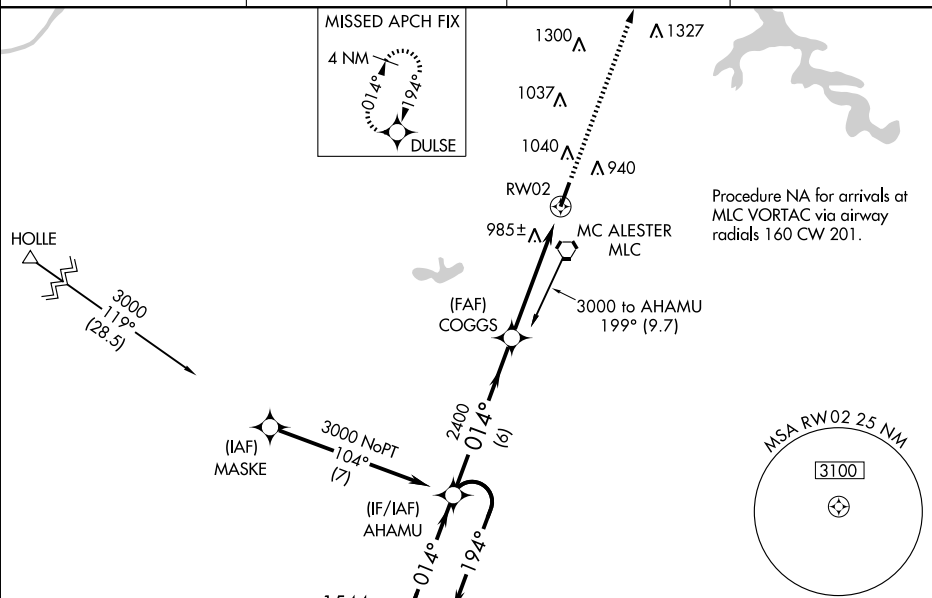
MISSED APPROACH:
Climb to 3000 direct
DULSE and hold.

ASOS
135.125

FORT WORTH CENTER
132.2 338.35

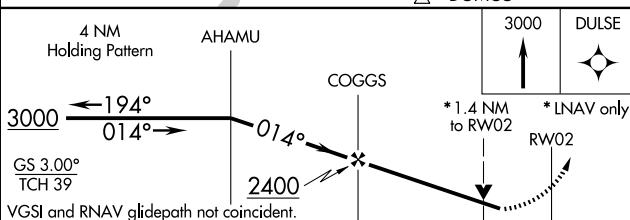
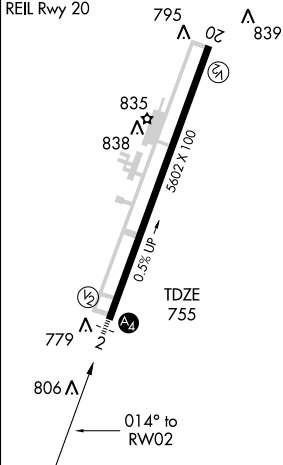
MC ALESTER RADIO
122.65

UNICOM
122.95 (CTAF) 0



ELEV 770

MIRL Rwy 2-20
REIL Rwy 20



CATEGORY	A	B	C	D
LPV DA		1200-1¾	445 (500-1¾)	
LNAV/VNAV DA		1291-2	536 (600-2)	
LNAV MDA	1240-¾	485 (500-¾)	1240-1¼	1240-1½
			485 (500-1½)	485 (500-1½)
CIRCLING	1400-1	630 (700-1)	1400-1¾	1400-2
			630 (700-1¾)	630 (700-2)

APP CRS **194°**
 Rwy ldg **5602**
 TDZE **770**
 Apt Elev **770**

RNAV (GPS) RWY 20

MC ALESTER RGNL (MLC)

V DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

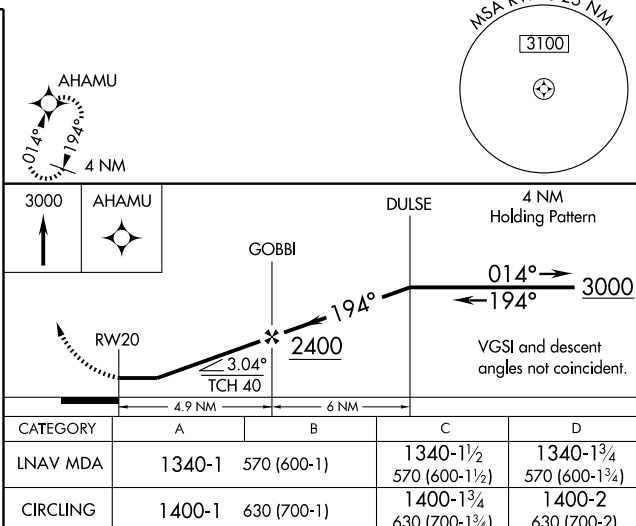
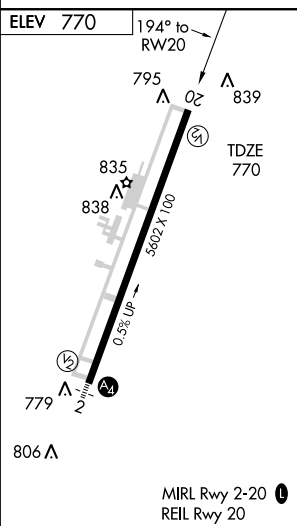
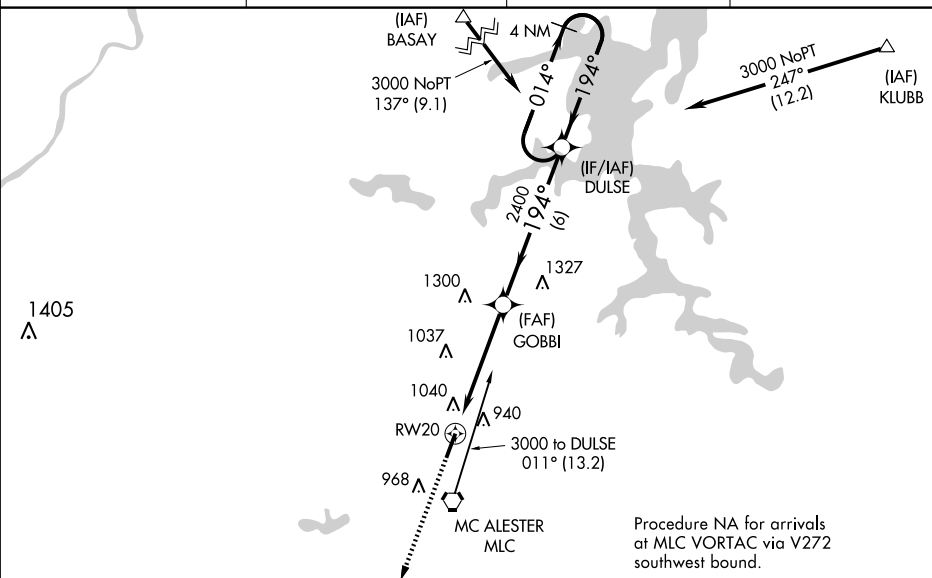
MISSED APPROACH: Climb to 3000 direct AHAMU and hold.

ASOS
135.125

FORT WORTH CENTER
132.2 338.35

MC ALESTER RADIO
122.65

UNICOM
122.95 (CTAF) 1



VORTAC MLC 112.0 Chan 57	APP CRS 344°	Rwy Idg TDZE Apt Elev	N/A N/A 770
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VOR-A
MC ALESTER RGNL (MLC)



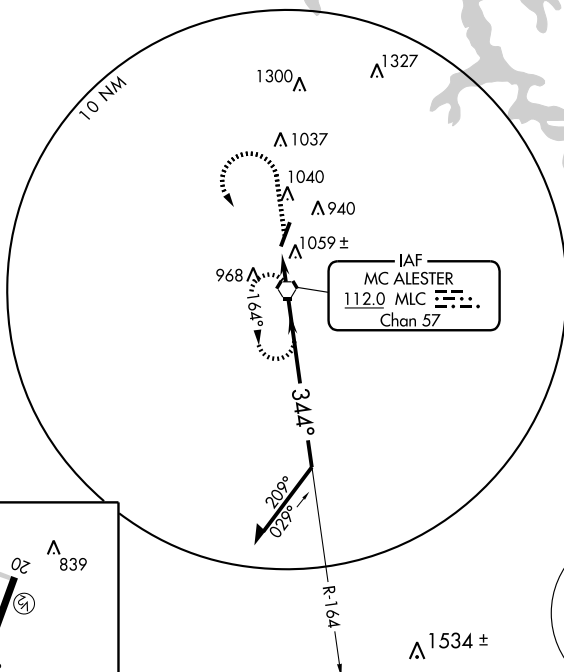
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MLC VORTAC and hold.

ASOS
135.125

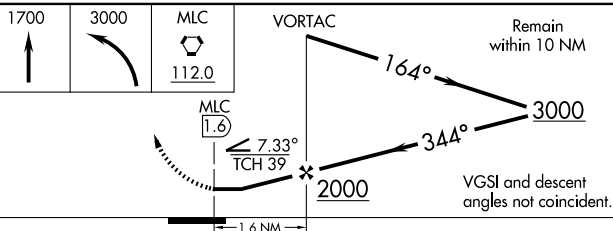
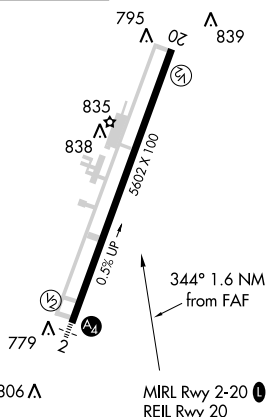
FORT WORTH CENTER
132.2 338.35

MC ALESTER RADIO
122.65

UNICOM
122.95 (CTAF) **0**



ELEV 770



FAF to MAP 1.6 NM

Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCUING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	NA

MC ALESTER, OKLAHOMA

Amdt 13A 09155

MC ALESTER RGNL (MLC)

VOR-A

34° 53' N-95° 47' W

VORTAC MLC
112.0
Chan **57**

APP CRS
174°

Rwy Idg
TDZE
Apt Elev
5602
770
770

VOR/DME RWY 20
MC ALESTER RGNL (MLC)

▼ When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-20 Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

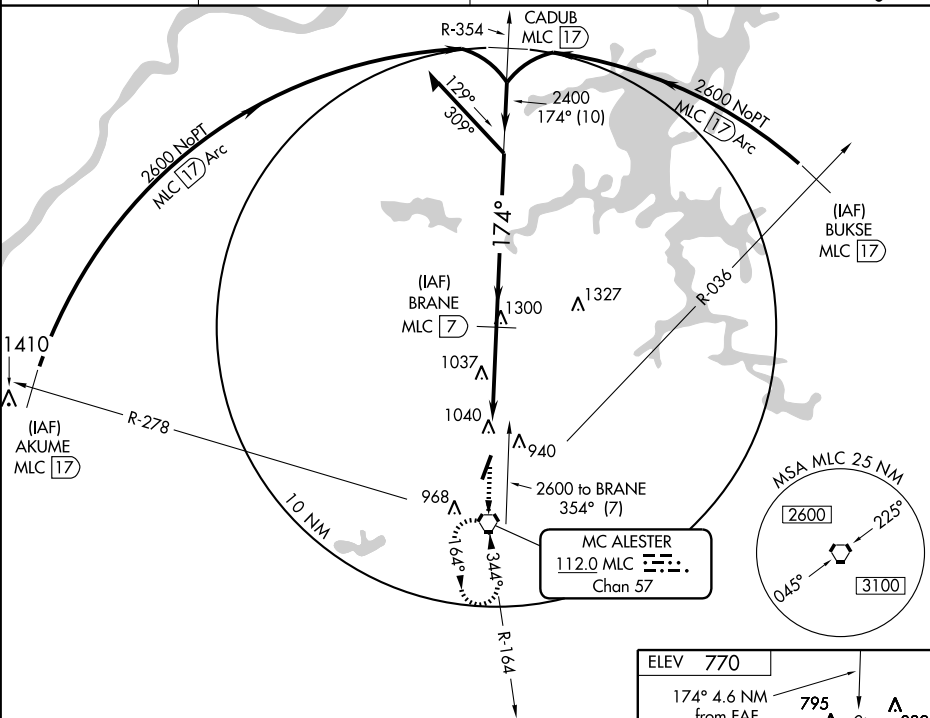
MISSED APPROACH: Climb to 2700 direct MLC VORTAC and hold, continue climb-in hold to 2700.

ASOS
135.125

FORTH WORTH CENTER
132.2 338.35

MC ALESTER RADIO
122.65

UNICOM
122.95 (CTAF) 0



2700
↑
MLC
112.0

BRANE
MLC 7

Remain
within 10 NM

MLC 2.4

354°

2600

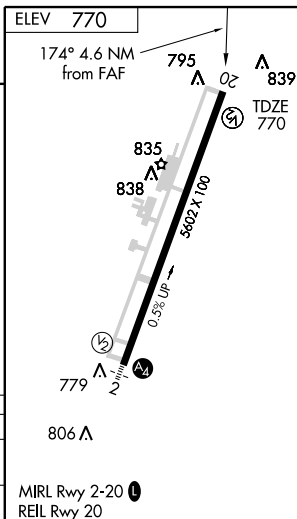
174°

2400

VGSI and descent angles
not coincident.

4.6 NM
TCH 40

CATEGORY	A	B	C	D
S-20	1340-1 570 (600-1)		1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)



MEDFORD MUNI (053) 1 SW UTC-6(-5DT) N36°47.44' W97°44.94'

1092 B NOTAM FILE MLC

RWY 17-35 H3007X60 (ASPH) S-13 MIRL

RWY 17: PAPI(P2L)—GA 3.51°TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.51°TCH 33'. Fence.

AIRPORT REMARKS: Attended Mon-Fri 1430-2300Z†, 100' refinery 3300' southwest of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

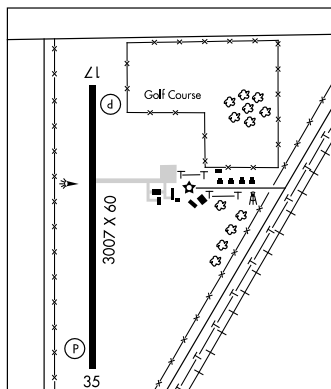
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **VANCE APP/DEP CON** 118.075 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

KANSAS CITY CENTER APP/DEP CON 127.8 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79' W97°09.61' 269° 28.5 NM to fld. 1054/6E.



WICHITA

L-15D

IAP

MENO

DECKER FLD (407) 1 S UTC-6(-5DT) N36°22.32' W98°10.71'

1330 S4 NOTAM FILE MLC

RWY 03-21: 2215X75 (TURF)

RWY 21: P-line.

AIRPORT REMARKS: Attended 1300-0100Z†.

COMMUNICATIONS: CTAF 122.9

WICHITA

MIAMI MUNI (MIO) 2 NW UTC-6(-5DT) N36°54.55' W94°53.25'

808 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5020X100 (ASPH) S-23 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 30'. Trees. Rgt tfc.

RWY 35: PAPI(P2L)—GA 4.0° TCH 40'. Stack.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended Thanksgiving and Christmas. Parachute Jumping. Rwy 35 +7' fence 855' from end of rwy. ACTIVATE MIRL Rwy 17-35—CTAF.

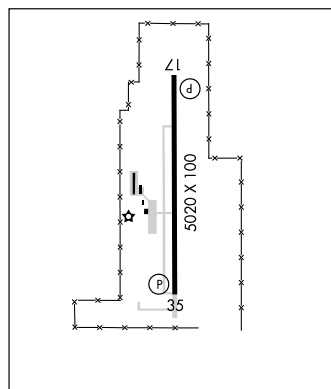
COMMUNICATIONS: CTAF/UNICOM 122.8

OSWEGO RCO 122.1R 117.6T (WICHITA RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

OSWEGO (L) VORTAC 117.6 OSW Chan 123 N37°09.45' W95°12.22' 126° 21.3 NM to fld. 930/8E. HIWAS.



KANSAS CITY

H-61, L-16F

IAP

MID-AMERICA INDUSTRIAL (See PRYOR)

MIGNON LAIRD MUNI (See CHEYENNE)

MITBEE N36°20.62' W99°52.81' NOTAM FILE GAG.

(H) VORTACW 115.6 MMB Chan 103 012° 33.6 NM to Gage. 2430/10E. HIWAS.

MOLLY'S LANDING HELIPORT (See CATOOSA)

APP CRS 175°	Rwy Idg TDZE Apt Elev	3007 1092 1092
------------------------	-----------------------------	---

RNAV (GPS) RWY 17

MEDFORD MUNI (O53)

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

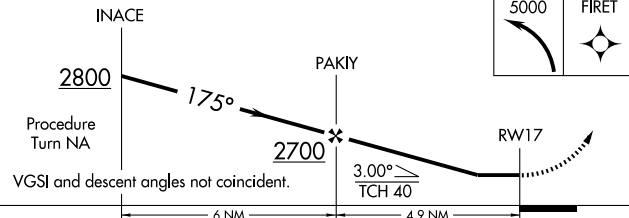
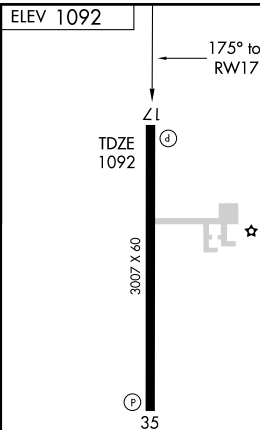
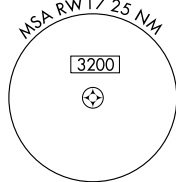
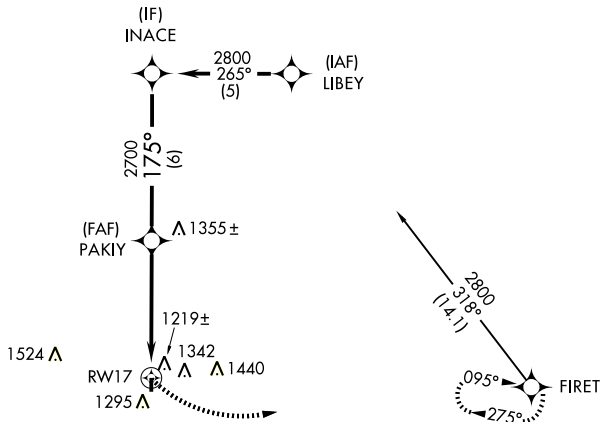
MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.

PONCA CITY ASOS
134.075

VANCE APP CON ★
118.075 273.475

UNICOM
122.8 (CTAF) 1

△¹⁷¹⁵



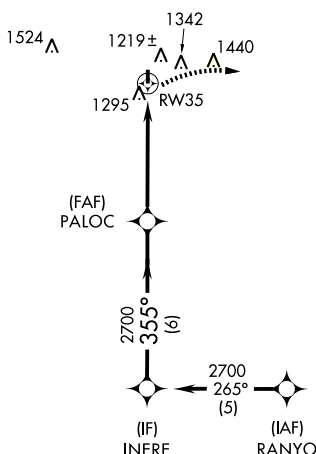
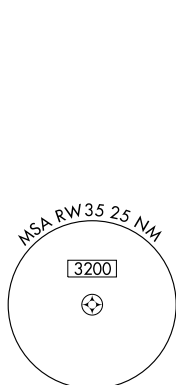
CATEGORY	A	B	C	D
LNAV MDA	1680-1 1/4	588 (600-1 1/4)	NA	NA
CIRCLING	1740-1 1/4	648 (700-1 1/4)	NA	NA

MIRL Rwy 17-35 1

APP CRS
355°Rwy Idg **3007**
TDZE **1085**
Apt Elev **1092****RNAV (GPS) RWY 35**
MEDFORD MUNI (O53)

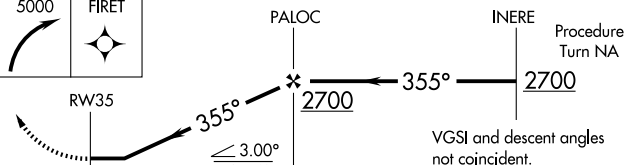
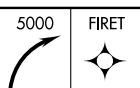
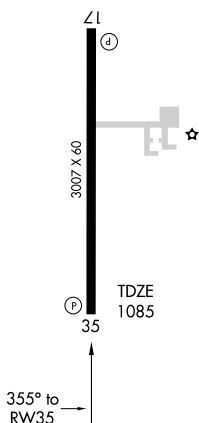
Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

PONCA CITY ASOS
134.075VANCE APP CON ★
118.075 273.475UNICOM
122.8 (CTAF) 0

ELEV 1092

MIRL Rwy 17-35 0



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼	595 (600-1¼)	NA	NA
CIRCLING	1740-1¼	648 (700-1¼)	NA	NA

MEDFORD MUNI (053) 1 SW UTC-6(-5DT) N36°47.44' W97°44.94'

1092 B NOTAM FILE MLC

RWY 17-35 H3007X60 (ASPH) S-13 MIRL

RWY 17: PAPI(P2L)—GA 3.51°TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.51°TCH 33'. Fence.

AIRPORT REMARKS: Attended Mon-Fri 1430-2300Z†, 100' refinery 3300' southwest of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

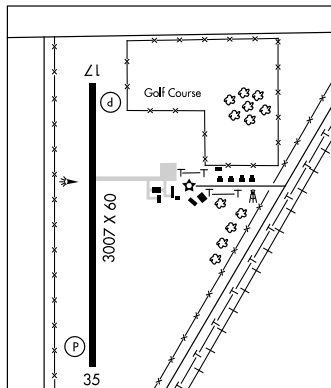
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **VANCE APP/DEP CON** 118.075 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

KANSAS CITY CENTER APP/DEP CON 127.8 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79' W97°09.61' 269° 28.5 NM to fld. 1054/6E.



WICHITA

L-15D

IAP

MENO

DECKER FLD (407) 1 S UTC-6(-5DT) N36°22.32' W98°10.71'

1330 S4 NOTAM FILE MLC

RWY 03-21: 2215X75 (TURF)

RWY 21: P-line.

AIRPORT REMARKS: Attended 1300-0100Z†.

COMMUNICATIONS: CTAF 122.9

WICHITA

MIAMI MUNI (MIO) 2 NW UTC-6(-5DT) N36°54.55' W94°53.25'

808 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5020X100 (ASPH) S-23 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 30'. Trees. Rgt tfc.

RWY 35: PAPI(P2L)—GA 4.0° TCH 40'. Stack.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended Thanksgiving and Christmas. Parachute Jumping. Rwy 35 +7' fence 855' from end of rwy. ACTIVATE MIRL Rwy 17-35—CTAF.

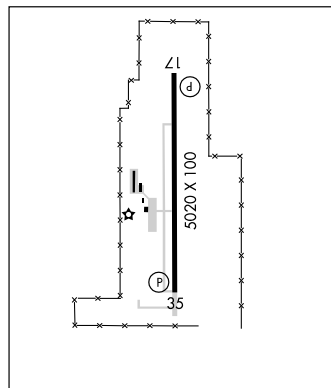
COMMUNICATIONS: CTAF/UNICOM 122.8

OSWEGO RCO 122.1R 117.6T (WICHITA RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

OSWEGO (L) VORTAC 117.6 OSW Chan 123 N37°09.45' W95°12.22' 126° 21.3 NM to fld. 930/8E. HIWAS.



KANSAS CITY

H-61, L-16F

IAP

MID-AMERICA INDUSTRIAL (See PRYOR)

MIGNON LAIRD MUNI (See CHEYENNE)

MITBEE N36°20.62' W99°52.81' NOTAM FILE GAG.

(H) VORTACW 115.6 MMB Chan 103 012° 33.6 NM to Gage. 2430/10E. HIWAS.

MOLLY'S LANDING HELIPORT (See CATOOSA)

VORTAC OSW 117.6 Chan 123	APP CRS 127°	Rwy Idg TDZE Apt Elev	N/A N/A 808
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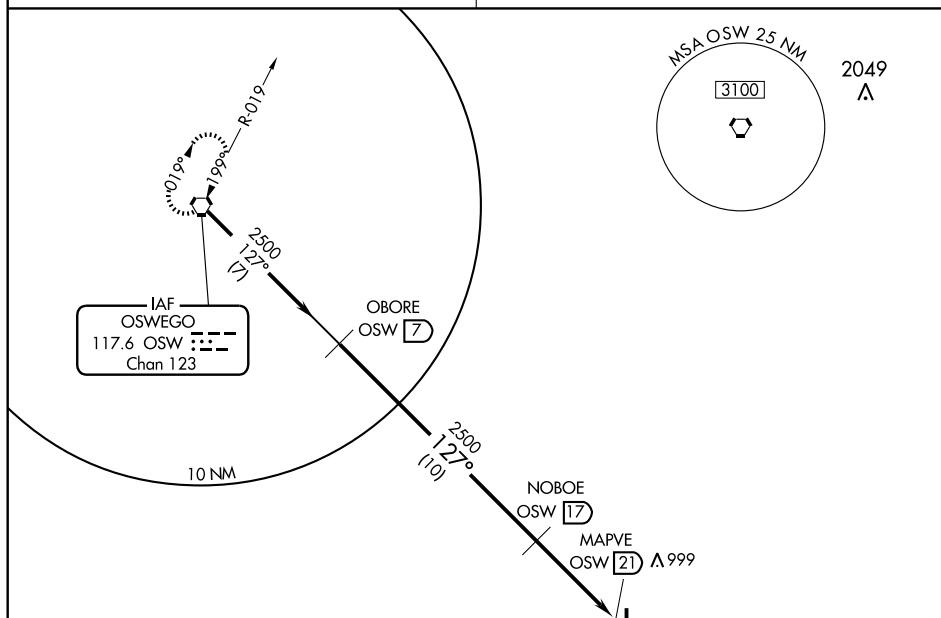
VOR/DME-A
MIAMI MUNI (MIO)

▲ NA Use Joplin Regional altimeter setting.

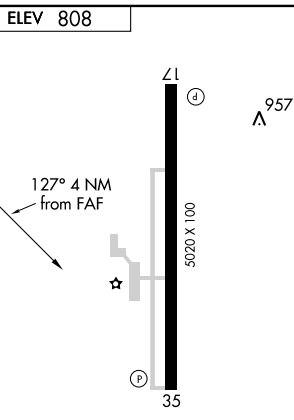
MISSED APPROACH: Climbing right turn to 2500 via OSW R-127 to OSW VORTAC and hold.

KANSAS CITY CENTER
128.6 282.325

UNICOM
122.8 (CTAF) 0



Procedure NA for arrival OSW VORTAC airway radials 067 CW 187.



MIRM Rwy 17-35 **0**

OBORE OSW 7		NOBOE OSW 17		2500 OSW R-127	OSW 117.6
2500		2500		MAPVE OSW 21	
Procedure Turn NA		10 NM		4 NM	
CATEGORY	A	B	C	D	
CIRCLING	1340-1 532 (600-1)	1340-1¼ 532 (600-1¼)	1340-1½ 532 (600-1½)	NA	

MOORELAND MUNI (MDF) 3 N UTC-6(-5DT) N36°29.09' W99°11.65'

1970 B S2 FUEL 100LL, MOGAS NOTAM FILE MLC

RWY 17-35: H3500X60 (ASPH) S-4 MIRL

RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z†. Sat-Sun on call.

For arpt attendant weekend and holidays call (580) 994-9305 or

(580) 216-0014. PPR for fuel call 580-994-2427. ACTIVATE MIRL

Rwy 17-35—CTAF.

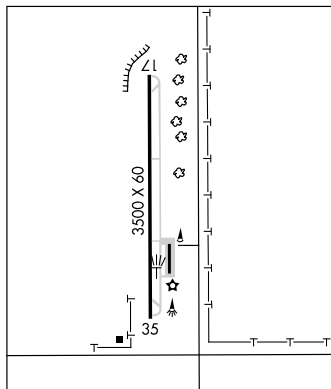
COMMUNICATIONS: CTAF/UNICOM 122.8.

KANSAS CITY CENTER APP/DEP CON 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 066° 34.3 NM to fld. 2430/10E. HIWAS.

**MULDROW AHP** (HMY) A (NG) 4 E UTC-6(-5DT) N35°01.58' W97°13.90'

1091 B

Not insp.

RWY 17-35: H2005X75 (ASPH) LIRL

MILITARY SERVICE: LGT Rotating bcn phone req. FUEL J4**MILITARY REMARKS:** Attended Mon 1300-2200Z†, Tue-Fri 1330-0600Z†. RSTD PPR for all tran fuel, park and night op
DSN 628-8101, C405-217-8101. **CAUTION** Helicopter park ramp has perimeter fence.**COMMUNICATIONS:**

® FORT WORTH CENTER APP/DEP CON 128.1 322.4 MULDROW OPS 142.45 387.9 46.9 (Advisory svc only)

RADIO AIDS TO NAVIGATION:

MULDROW NDB (MHW) 512 HMY N35°01.74' W97°13.83' at fld. NOTAM FILE MLC.

DALLAS-FT WORTH

L-17C

DIAP

MUNICIPAL (See TEXHOMA)**MUSKOGEE****DAVIS FLD** (MKO) 6 S UTC-6(-5DT) N35°39.46' W95°21.70'

611 B S2 FUEL 100LL, JET A NOTAM FILE MKO

RWY 13-31: H7201X150 (ASPH) S-59, D-78, 2S-99, 2D-131 MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 04-22: H4498X75 (ASPH-CONC) 0.3% up SW

RWY 04: Trees.

RWY 22: Road.

RWY 18-36: H1900X60 (ASPH)

RWY 18: Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-0000Z†, Sun

1400-2300Z†. For fuel after hrs call 918-682-4101. Bird activity

on and invof arpt. Occasional deer and coyotes on and invof rwy.

Ultralights on and invof arpt. Twy B clsd to acct over 25,000 lbs.

MIRL Rwy 13-31 preset low ints dusk-0600Z†, after 0600Z†

ACTIVATE—CTAF. To increase ints and ACTIVATE MALS Rwy

31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously. NOTE: See

Special Notices—Aerobatic Practice Area.

WEATHER DATA SOURCES: ASOS 135.025 (918) 683-6987.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MUSKOGEE RCO 122.5 (MC ALESTER RADIO)

® FORT WORTH CENTER APP/DEP CON 132.2

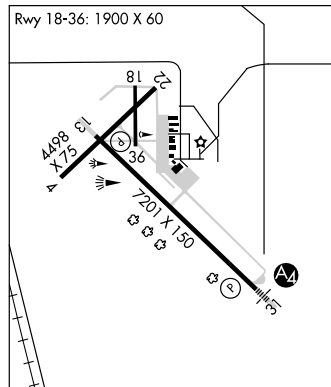
RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 139° 38.4 NM to fld. 770/8E.

DALLAS-FT. WORTH

H-61, L-15E

IAP



APP CRS **172°**
Rwy Idg **3500**
TDZE **1970**
Apt Elev **1970**

RNAV (GPS) RWY 17

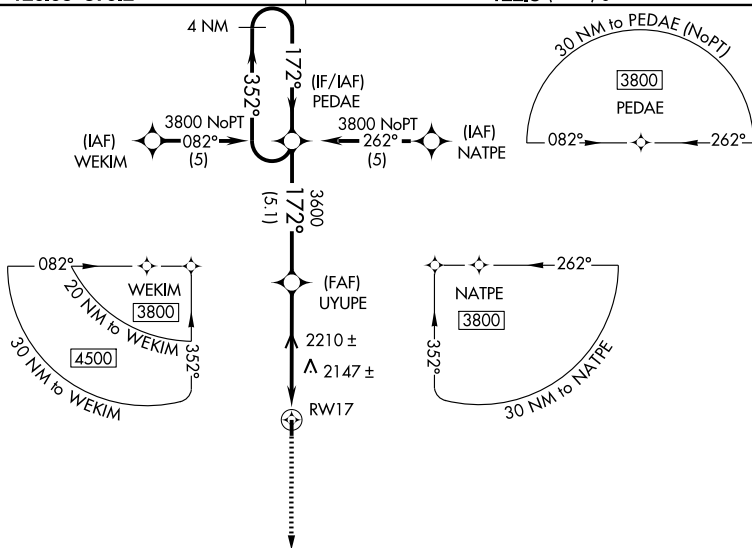
MOORELAND MUNI (MDF)

NA Use Gage altimeter setting, if not received procedure NA. Baro-VNAV NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

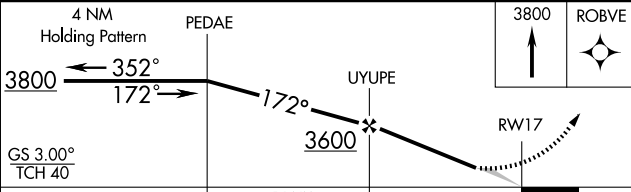
KANSAS CITY CENTER
126.95 379.2

MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold.

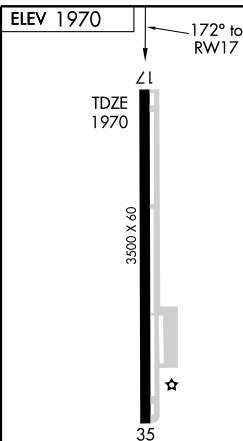
UNICOM
122.8 (CTAF)



Δ 3474



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	2480-1¾ 510 (600-1¾)			NA
LNAV MDA	2620-1 650 (700-1)	2620-1¾ 650 (700-1¾)		NA
CIRCLING	2620-1¾ 650 (700-1¾)			NA



MIRL Rwy 17-35 **0**

MOORELAND MUNI (MDF) 3 N UTC-6(-5DT) N36°29.09' W99°11.65'

WICHITA

1970 B S2 FUEL 100LL, MOGAS NOTAM FILE MLC

L-15C

RWY 17-35: H3500X60 (ASPH) S-4 MIRL

IAP

RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z†. Sat-Sun on call.

For arpt attendant weekend and holidays call (580) 994-9305 or (580) 216-0014. PPR for fuel call 580-994-2427. ACTIVATE MIRL

Rwy 17-35—CTAF.

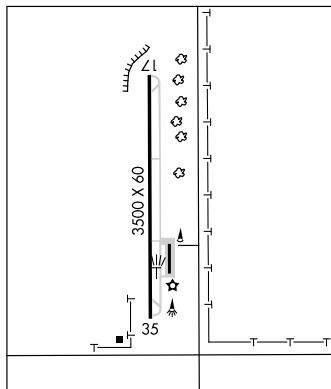
COMMUNICATIONS: CTAF/UNICOM 122.8.

KANSAS CITY CENTER APP/DEP CON 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 066° 34.3 NM to fld. 2430/10E. HIWAS.

**MULDROW AHP** (HMY) A (NG) 4 E UTC-6(-5DT) N35°01.58' W97°13.90'

DALLAS-FT WORTH

1091 B

Not insp.

L-17C

RWY 17-35: H2005X75 (ASPH) LIRL

DIAP

MILITARY SERVICE: LGT Rotating bcn phone req. FUEL J4**MILITARY REMARKS:** Attended Mon 1300-2200Z†, Tue-Fri 1330-0600Z†. RSTD PPR for all tran fuel, park and night op DSN 628-8101, C405-217-8101. **CAUTION** Helicopter park ramp has perimeter fence.**COMMUNICATIONS:**

® FORT WORTH CENTER APP/DEP CON 128.1 322.4 MULDROW OPS 142.45 387.9 46.9 (Advisory svc only)

RADIO AIDS TO NAVIGATION:

MULDROW NDB (MHW) 512 HMY N35°01.74' W97°13.83' at fld. NOTAM FILE MLC.

MUNICIPAL (See TEXHOMA)**MUSKOGEE****DAVIS FLD** (MKO) 6 S UTC-6(-5DT) N35°39.46' W95°21.70'

DALLAS-FT. WORTH

611 B S2 FUEL 100LL, JET A NOTAM FILE MKO

H-61, L-15E

RWY 13-31: H7201X150 (ASPH) S-59, D-78, 2S-99, 2D-131 MIRL 0.4% up NW

IAP

RWY 13: PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 04-22: H4498X75 (ASPH-CONC) 0.3% up SW

RWY 04: Trees.

RWY 22: Road.

RWY 18-36: H1900X60 (ASPH)

RWY 18: Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-0000Z†, Sun

1400-2300Z†. For fuel after hrs call 918-682-4101. Bird activity

on and invof arpt. Occasional deer and coyotes on and invof rwy.

Ultralights on and invof arpt. Twy B clsd to acft over 25,000 lbs.

MIRL Rwy 13-31 preset low ints dusk-0600Z†, after 0600Z†

ACTIVATE—CTAF. To increase ints and ACTIVATE MALS Rwy

31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously. NOTE: See

Special Notices—Aerobatic Practice Area.

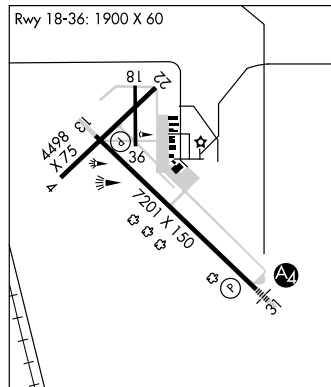
WEATHER DATA SOURCES: ASOS 135.025 (918) 683-6987.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MUSKOGEE RCO 122.5 (MC ALESTER RADIO)

® FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 139° 38.4 NM to fld. 770/8E.



APP CRS **039°**
 Rwy Idg **4498**
 TDZE **611**
 Apt Elev **611**

RNAV (GPS) RWY 4

MUSKOGEE/DAVIS FIELD (MKO)

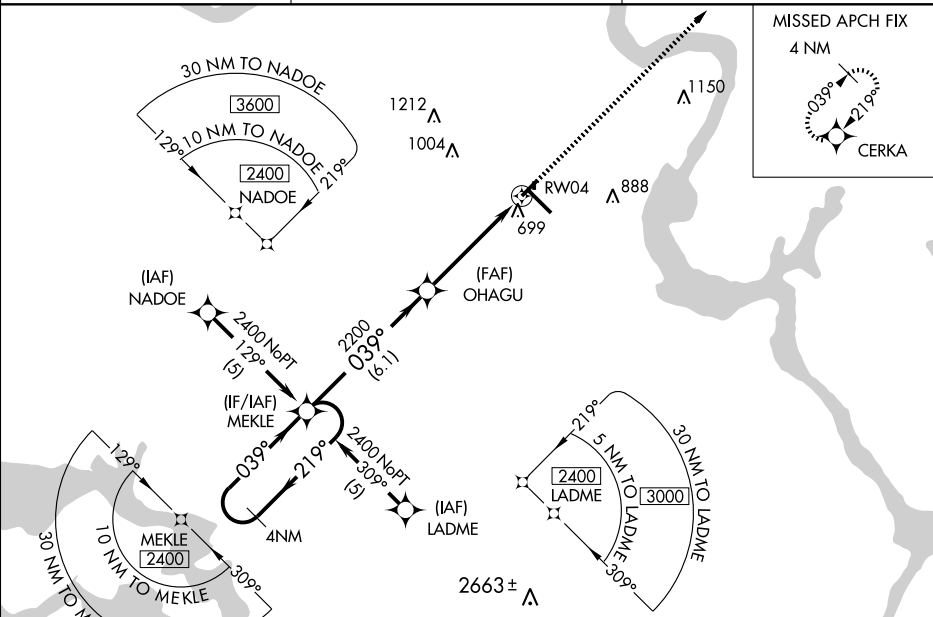
▼ Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

ASOS
135.025

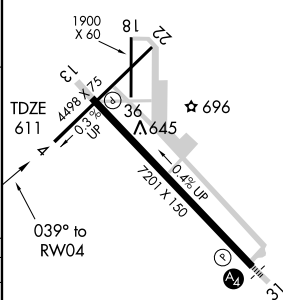
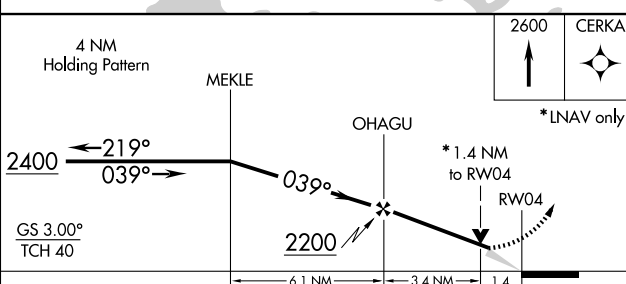
FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) 0



MISSED APCH FIX
 4 NM
 039°
 219°
 CERKA

ELEV 611



CATEGORY	A	B	C	D
LNAV/ VNAV DA	1079-1¾ 468 (500-1¾)			
LNAV MDA	1080-1	469 (500-1)	1080-1¼	1080-1½
			469 (500-1¼)	469 (500-1½)
CIRCLING	1120-1	1160-1	1180-1½	1200-2
	509 (600-1)	549 (600-1)	569 (600-½)	589 (600-2)

MIRL Rwy 13-31 0

WAAS CH 70607 W13A	APP CRS 129°	Rwy Idg TDZE Apt Elev	7201 607 611
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RNAV (GPS) RWY 13

MUSKOGEE/DAVIS FIELD (MKO)

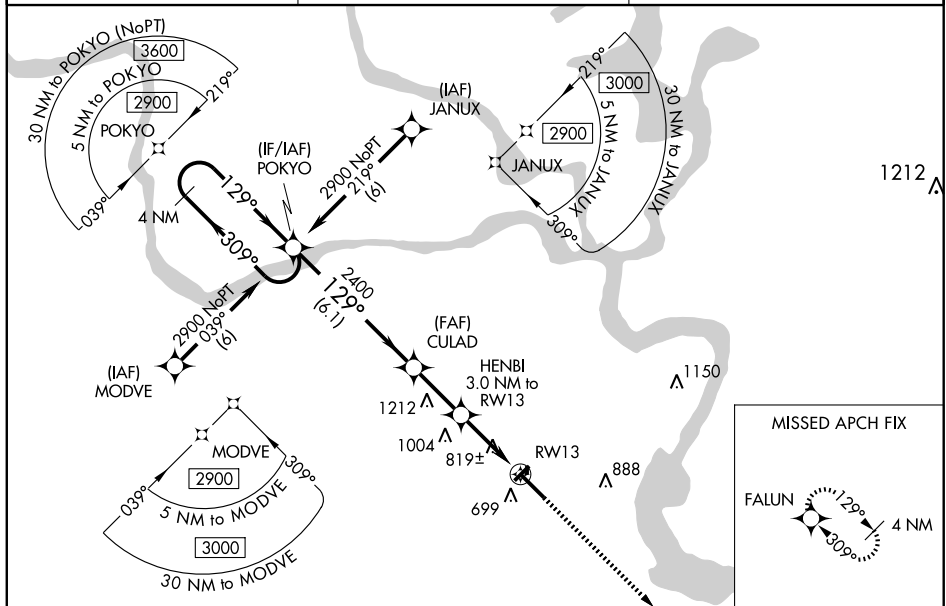
▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

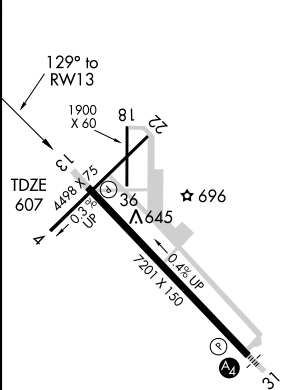
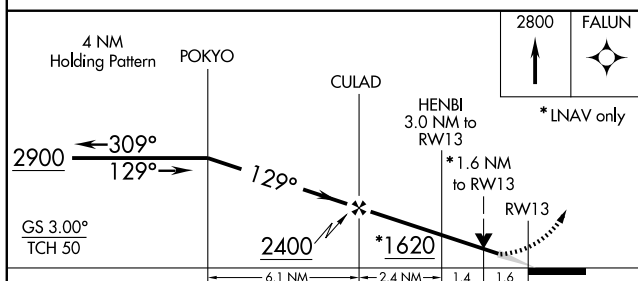
ASOS
135.025

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) 0



ELEV 611



CATEGORY	A	B	C	D	E
LPV DA	857-3/4		250 (300-3/4)		
LNAV/VNAV DA	1142-2		535 (600-2)		
LNAV MDA	1180-1	573 (600-1)	1180-1 1/2 573 (600-1 1/2)	1180-1 3/4 573 (600-1 3/4)	1180-2 573 (600-2)
CIRCLING	1180-1	569 (600-1)	1180-1 1/2 569 (600-1 1/2)	1200-2 589 (600-2)	1580-3 969 (1000-3)

MIRL Rwy 13-31 0

MUSKOGEE, OKLAHOMA

Orig 08325

35°39'N-95°22'W

MUSKOGEE/DAVIS FIELD (MKO)

RNAV (GPS) RWY 13

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4498
219°	TDZE	597
	Apt Elev	611

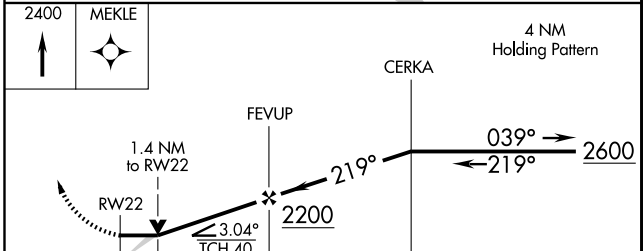
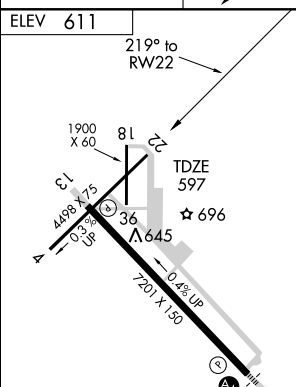
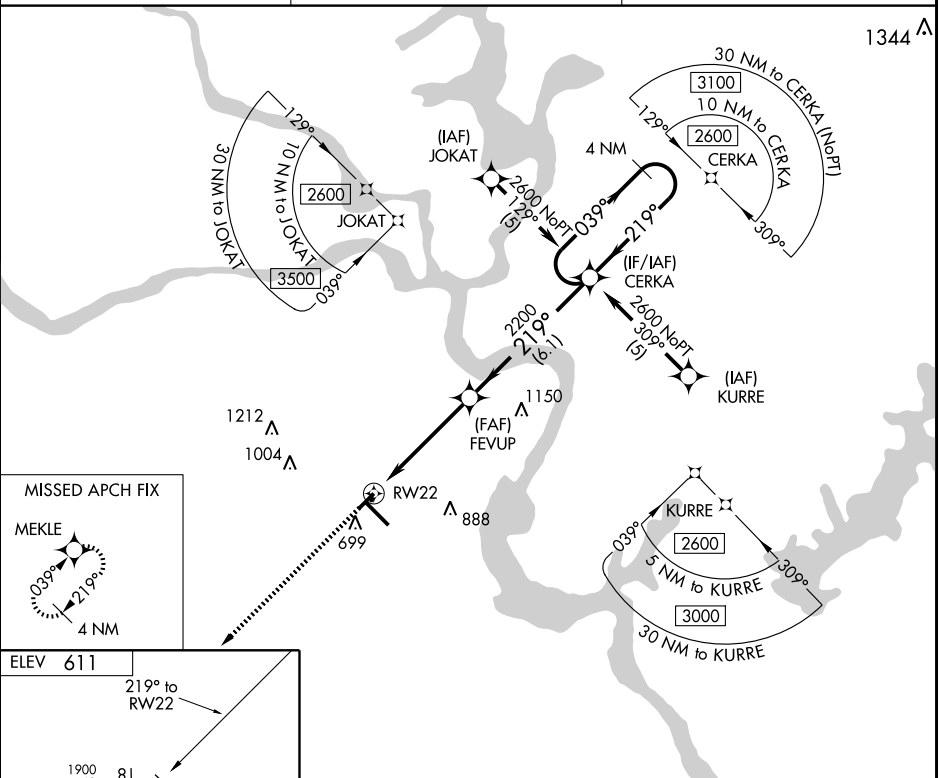
RNAV (GPS) RWY 22

MUSKOGEE/ DAVIS FIELD (MKO)

- T** Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase **A** LNAV Cat C visibility $\frac{1}{4}$ mile, Cat D visibility $\frac{1}{2}$ mile, increase circling Cat C visibility $\frac{1}{4}$ mile

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS 135.025	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF) 0
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	1.4	3.4 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1100-1	503 (500-1)	1100-1½	503 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

MIRL Rwy 13-31 L

MUSKOGEE, OKLAHOMA

Orig 08325

MUSKOGEE/ DAVIS FIELD (MKO)

RNAV (GPS) RWY 22

35°39'N-95°22'W

SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 42807 W31B	APP CRS 309°	Rwy Idg 7201 TDZE 593 Apt Elev 611
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RNAV (GPS) RWY 31

MUSKOGEE/ DAVIS FIELD (MKO)

▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using TaHqlequah altimeter setting. When local altimeter setting not received, use TaHqlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C.

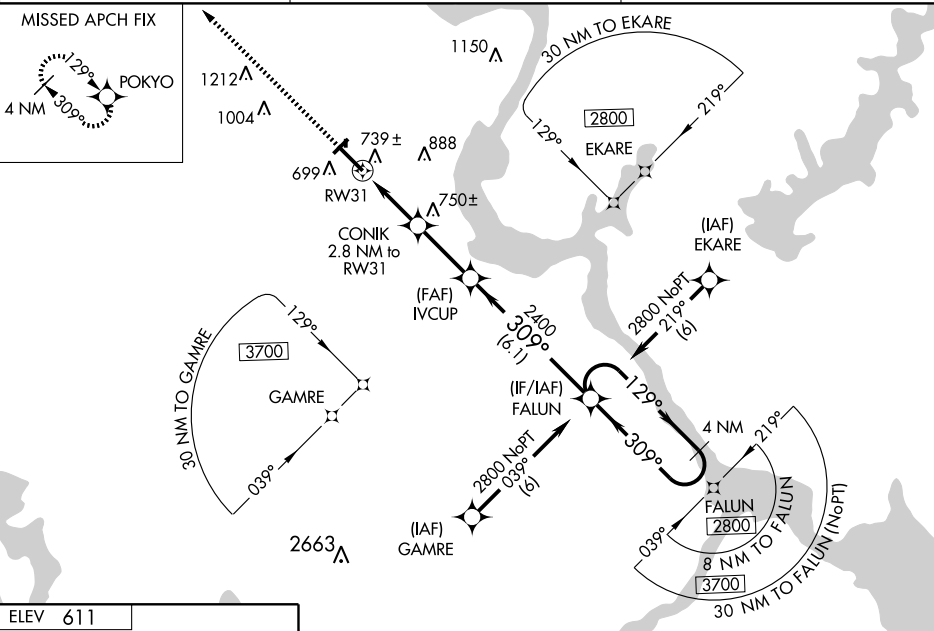
MALS



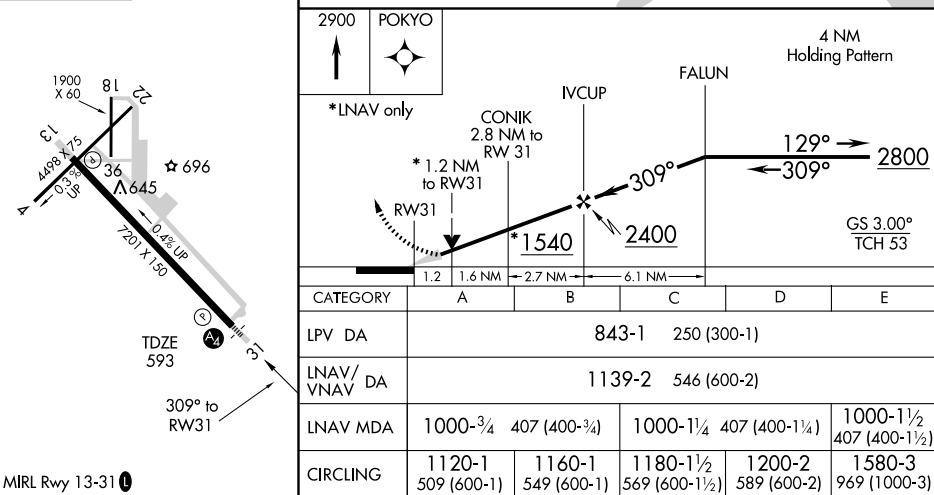
MISSED APPROACH: Climb to 2900 direct POKYO and hold.

ASOS
135,025

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) **L**

ELEV 611



MUSKOGEE, OKLAHOMA

Amdt 1A 03JUN10

MUSKOGEE/ DAVIS FIELD (MKO)

35°39'N-95°22'W

RNAV (GPS) RWY 31

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA) NORMAN, OKLAHOMA

AWOS-3
119.55
WESTHEIMER TOWER ★
118.0
GND CON
121.6

VAR 4.6° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
1182

5199 X 100

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NORMAN

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN) 3 NW UTC-6(-5DT)

DALLAS—FT. WORTH

N35°14.73' W97°28.33'

H-6H, L-15D

1182 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE OUN

IAP, AD

RWY 17-35: H5199X100 (ASPH) S-30, D-50, 2D-100 MIRL

RWY 17: MALSR. VASI(V2L)—GA 3.5° TCH 33'. Rgt tfc.

RWY 35: REIL. VASI(V2L)—GA 3.5° TCH 47'.

RWY 03-21: H4748X100 (ASPH) S-30, D-50, 2D-100 MIRL

RWY 03: MALS. VASI(V2L)—GA 3.5° TCH 30'. Pole.

RWY 21: VASI(V2L)—GA 3.5° TCH 32'. Bldg. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0400Z†. Use extreme care coyotes and deer on and in vicinity of runways. High density student ops involve aprt and 5 miles south. Preferred calm wind runway: arrive Runway 03 and Runway 17 depart Runway 21 and Runway 35. 180° turns prohibited on runways for all other than single engine light aircraft. TPA—1682(500) for helicopters, 2182(1000) for single-engine, 2682(1500) for multi-engine and jet aircraft. VASI Runway 03 OTS indefinite. Runway 17 VASI OTS indefinite. Runway 21 VASI OTS indefinite. Runway 35 VASI OTS indefinite. When tower closed, ACTIVATE MIRL Runway 03-21 and Runway 17-35, MALSR Runway 17, and MALSR Runway 03—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.55 (405) 325-7302.**COMMUNICATIONS:** CTAF 118.0 UNICOM 122.95

NORMAN RCO 122.15 (MC ALESTER RADIO)

® OKE CITY APP/DEP CON 120.45

WESTHEIMER TOWER 118.0 (1400-0400Z) GND CON 121.6

AIRSPACE: CLASS D svc (1400-0400Z) other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

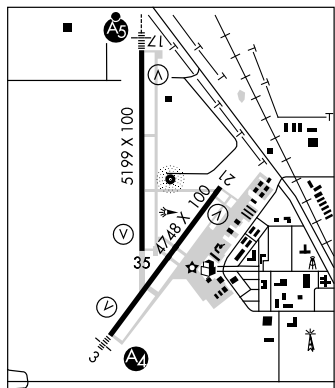
WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 128° 9.6 NM to fld. 1230/7E.

HIWAS.

NORMAN NDB (MHW) 260 OUN N35°14.90' W97°28.20' at fld. NOTAM FILE OUN. NDB unmonitored when tower closed.

ILS/DME 111.1 I-PHY Chan 48 Runway 03. LOC only. LOC/DME unmonitored when tower closed.

ILS/DME 111.95 I-BWM Chan 56(Y) Runway 17. Class IE. DME unusable beyond 30° left of course.



NORMAN N35°14.90' W97°28.20' NOTAM FILE OUN.

DALLAS—FT. WORTH

NDB (MHW) 260 OUN at University of Oklahoma Westheimer. Unmonitored when tower closed.

L-15D

NORMAN N35°14.50' W97°28.02'

DALLAS—FT. WORTH

RCO 122.15 (MC ALESTER RADIO)

H-6H, L-15D

NOWATA MUNI (H66) 2 NE UTC-6(-5DT) N36°43.26' W95°37.52'

KANSAS CITY

679 NOTAM FILE MLC

RWY 17-35: H2500X45 (ASPH) S-4

RWY 17: P-line. RWY 35: Trees.

RWY 05-23: 2440X45 (TURF)

RWY 05: P-line. RWY 23: Trees.

AIRPORT REMARKS: Unattended. Runway 05-23 CLOSED indefinite. -2' ditch at Runway 23 threshold, -12' ditch 220' from Runway 35 threshold. Runway 17-35 surface rough and uneven. Runway 05-23 extremely rough and covered with tall grass. Runway 35 end markings deteriorated or partially covered by asphalt patching. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF 122.9

OILLR N36°05.84' W95°53.33' NOTAM FILE TUL.

KANSAS CITY

NDB (LOM) 338 TU 353° 6.1 NM to Tulsa Intl.

OKEENE

CHRISTMAN AIRFIELD (O65) 1 SE UTC-6(-5DT) N36°06.75' W98°18.52'

WICHITA

1205 NOTAM FILE MLC

L-15D

RWY 17-35: H3000X60 (ASPH) S-12

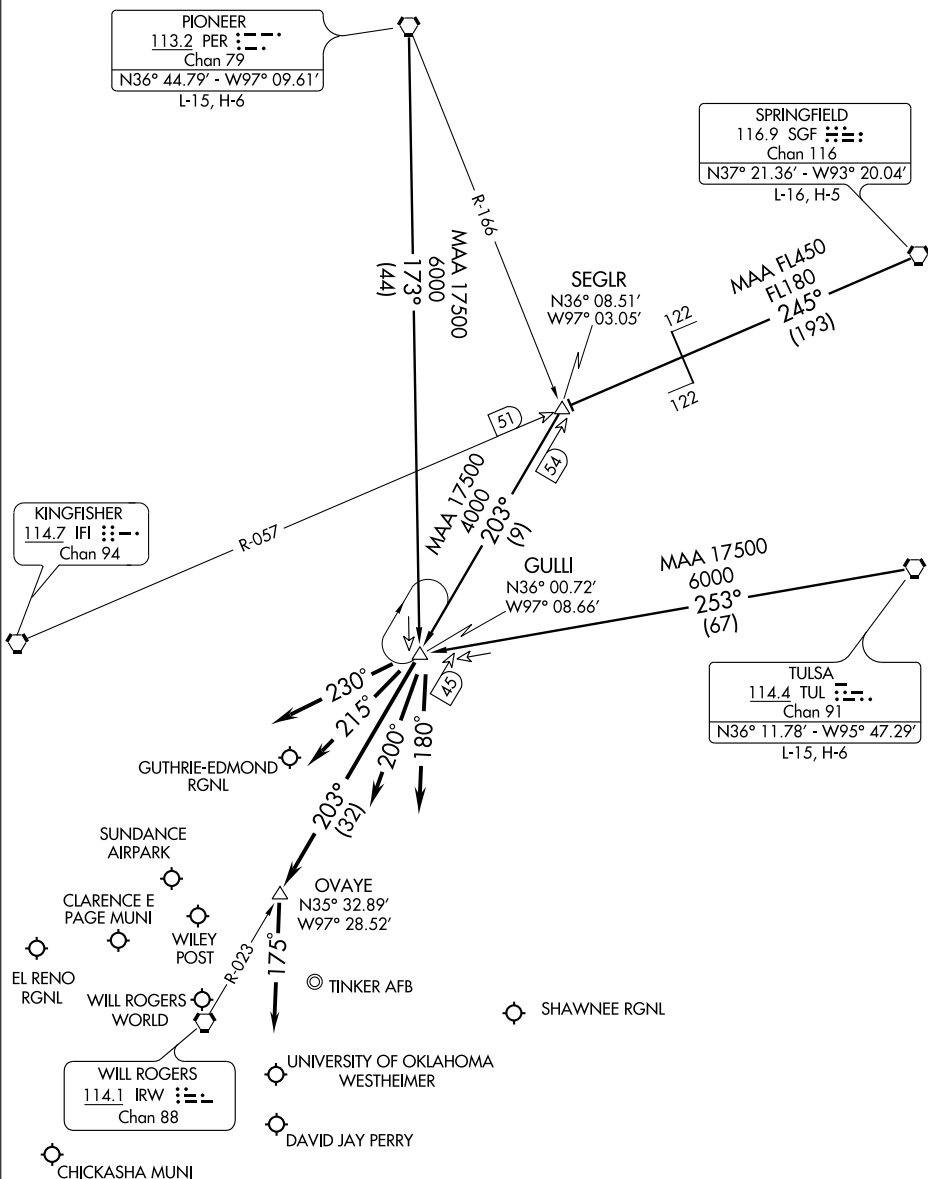
RWY 17: P-line.

AIRPORT REMARKS: Unattended.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N36°48.32' W98°00.24' 312° 23.6 NM to fld. 1110/9E.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

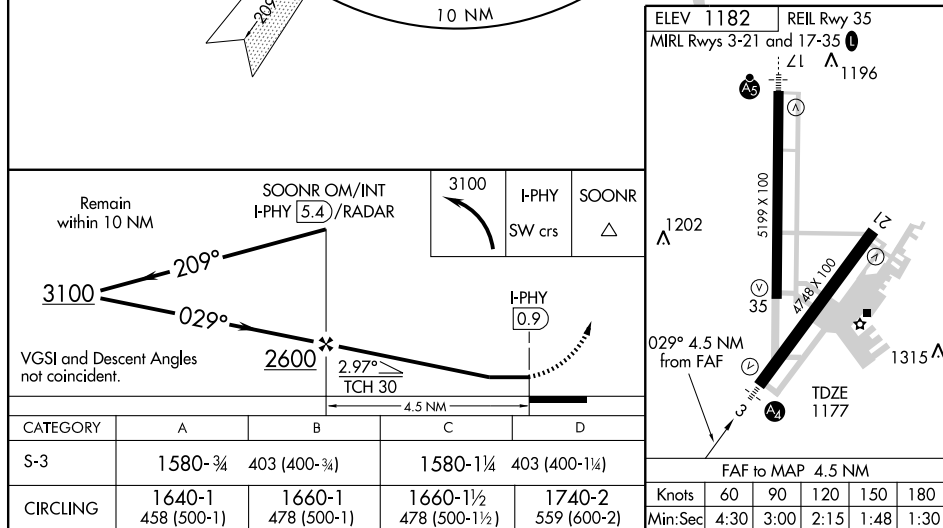
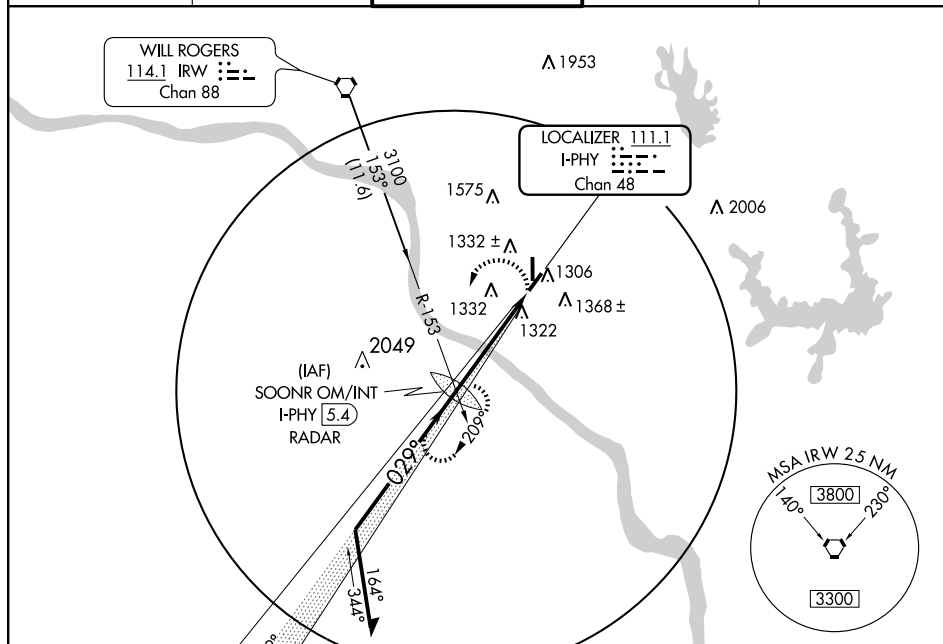
ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-PHY 111.1 Chan 48	APP CRS 029°	Rwy Idg 4748 TDZE 1177 Apt Elev 1182	MALS A ₁ =	MISSED APPROACH: Climbing left turn to 3100 via I-PHY SW course to SOONR Int and hold.
AWOS-3 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER* 118.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95



NDB OUN 260	APP CRS 020°	Rwy Idg TDZE 1177 Apt Elev 1182
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NDB RWY 3

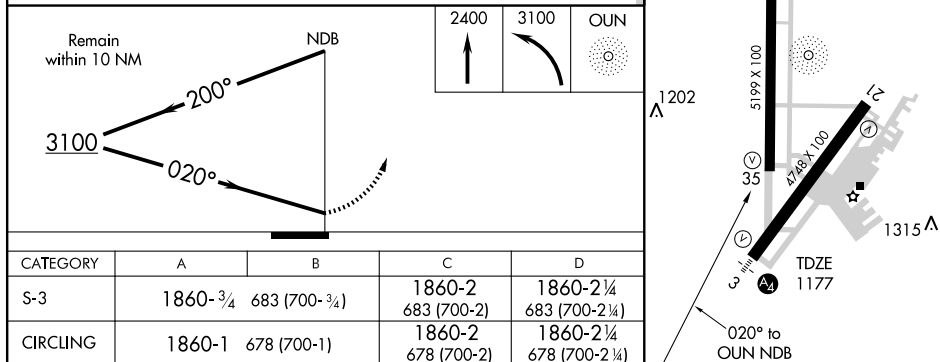
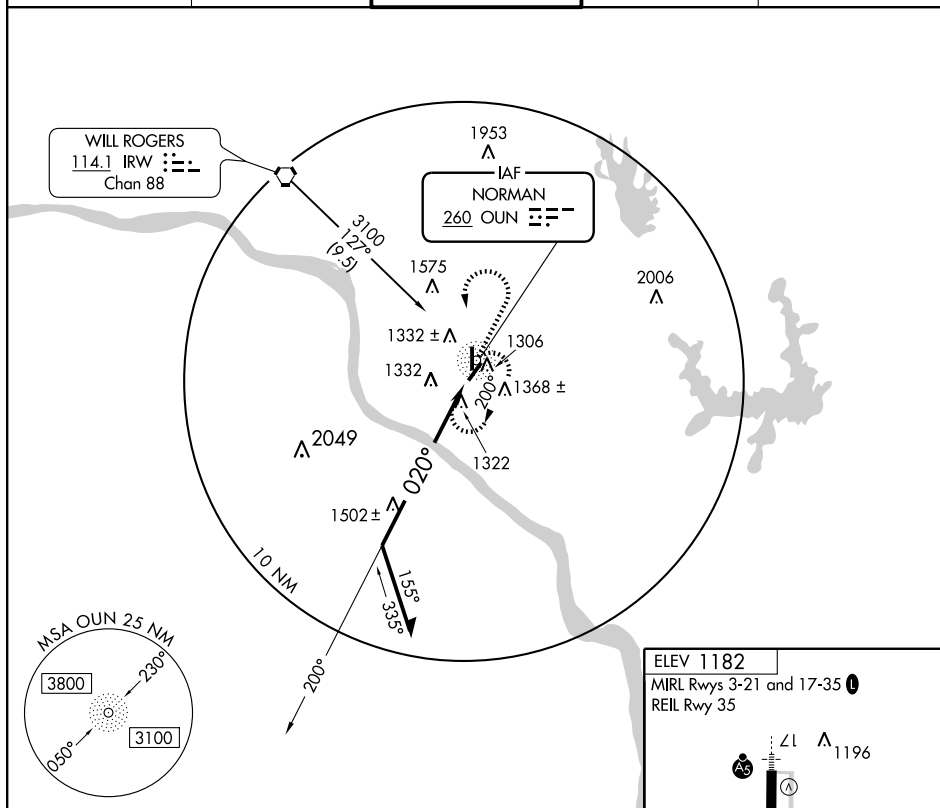
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

▼ If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling NA southeast of Rwy 3-21. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

MALS
A₂ =

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct OUN NDB and hold.

AWOS-3 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER* 118.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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NORMAN, OKLAHOMA

Amdt 1 10154

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

35° 15' N-97° 28' W

NDB RWY 3

NDB OUN 260	APP CRS 003°	Rwy Idg TDZE 1182 Apt Elev 1182
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NDB RWY 35

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

▽ When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-35 Cat B/C/D and circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct NORMAN OUN NDB and hold.

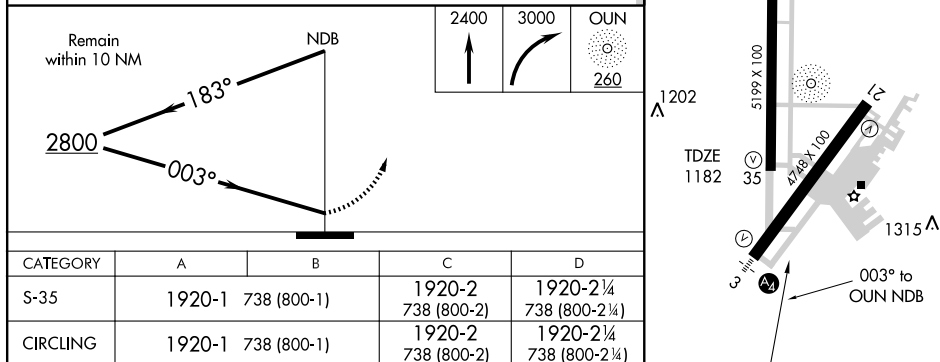
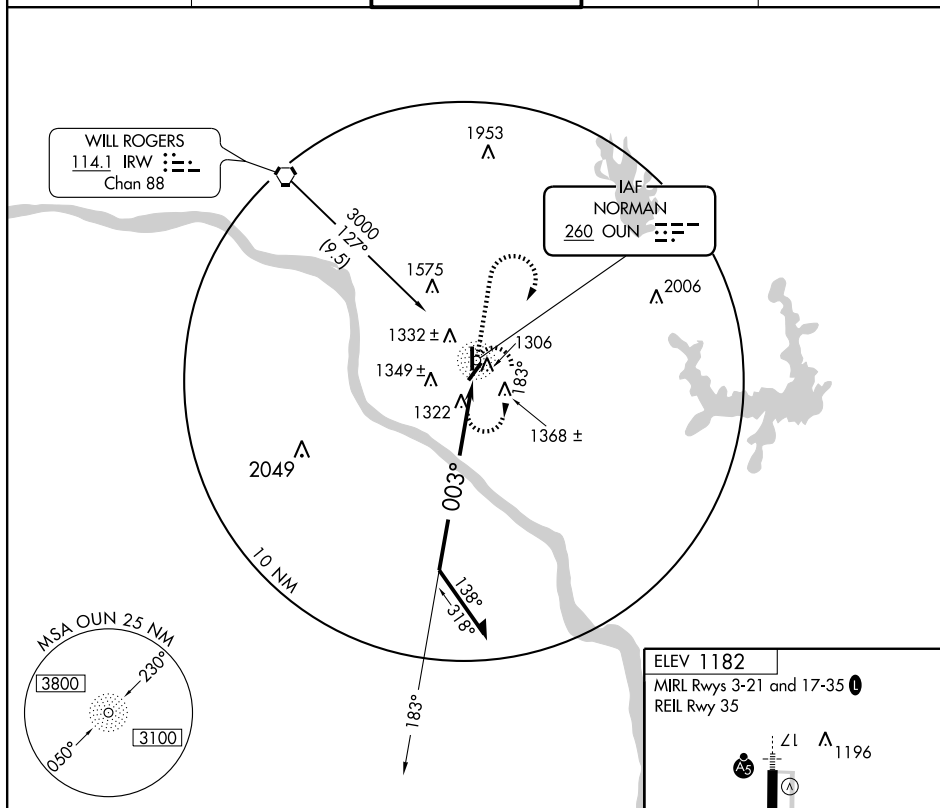
AWOS-3
119.55

OKE CITY APP CON
120.45 288.325

WESTHEIMER TOWER ★
118.0 (CTAF)

GND CON
121.6

UNICOM
122.95



NORMAN, OKLAHOMA

Orig-C 08APR10

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

35° 15' N-97° 28' W

NDB RWY 35

APP CRS 029°	Rwy Idg TDZE 1177	4748
	Apt Elev 1182	

RNAV (GPS) RWY 3

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

- ▼** Inoperative table does not apply to LNAV Cat C. Circling NA southeast of Rwy 3 and 21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters
- ▲** NA. When local altimeter setting not received, use Will Rogers altimeter setting and increase all MDA 60 feet.

MALS



MISSED APPROACH: Climbing right turn to 3000 direct COFIX and hold.

AWOS-3

119.55

OKE CITY APP CON

120.45 288.325

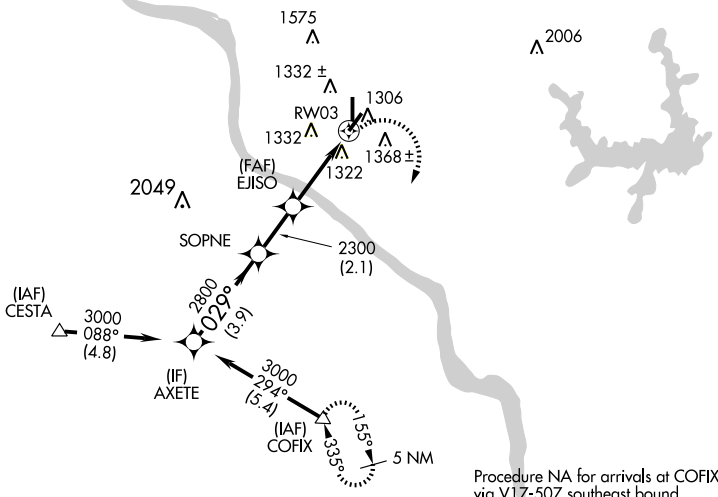
WESTHEIMER TOWER*

118.0 (CTAF) 0

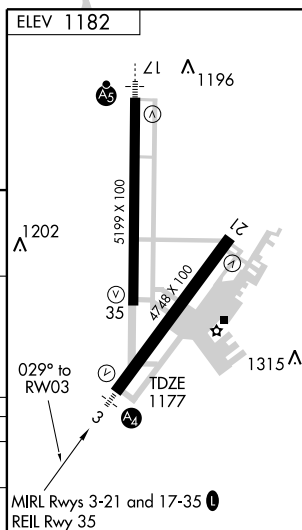
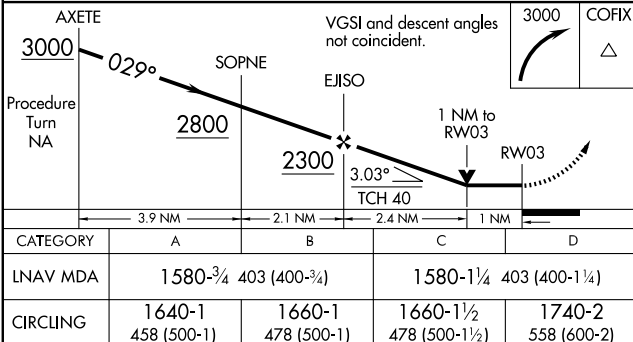
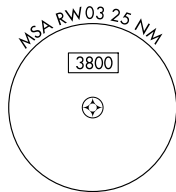
GND CON

121.6

UNICOM

122.95

Procedure NA for arrivals at COFIX via V17-507 southeast bound.



WAAS CH 58302 W17A	APP CRS 173°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182
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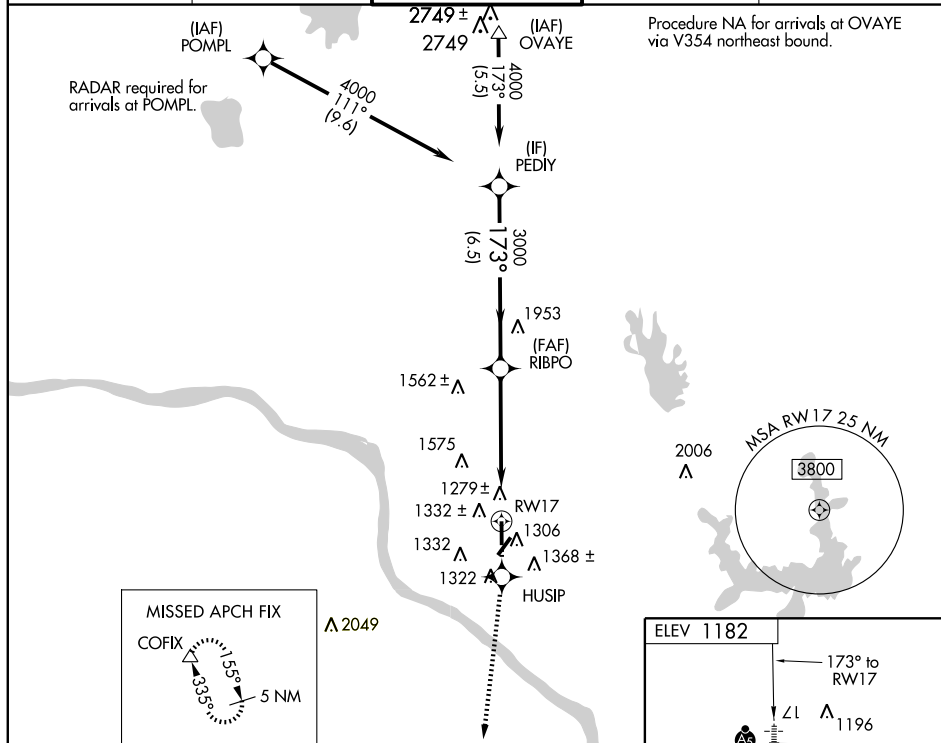
RNAV (GPS) RWY 17

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

- ▼ If local altimeter setting not received, use Will Rogers altimeter setting and increase all DAs 41 feet, increase all MDAs 60 feet. BARO-VNAV NA when using Will Rogers altimeter setting.
- ▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). VDP NA when using Will Rogers altimeter setting. Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR MISSED APPROACH:
Climb to 3000 direct
HUSIP and via 179°
track to COFIX and hold.

AWOS-3 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER* 118.0 (CTAF)	GND CON 121.6	UNICOM 122.95
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PEDY		VGSI and RNAV glidepath not coincident.		3000	HUSIP	179° tr	COFIX
4000		173°		3000		179° tr	
Procedure Turn NA		RIBPO		RW17		*1.4 NM to RW17	
GS 3.00° TCH 51		6.5 NM		4.1 NM		*LNAV only	
CATEGORY	A	B	C	D			
LPV DA	1506-1/2			324 (400-1/2)			
LNAV/DA	1552-3/4			370 (400-3/4)			
LNAV MDA	1720-1/2	538 (600-1/2)	1720-1	538 (600-1)	1720-1 1/4	538 (600-1 1/4)	
CIRCLING	1720-1	538 (600-1)	1720-1 1/2	538 (600-1 1/2)	1740-2	558 (600-2)	

TDZE 1182

5199 X 100

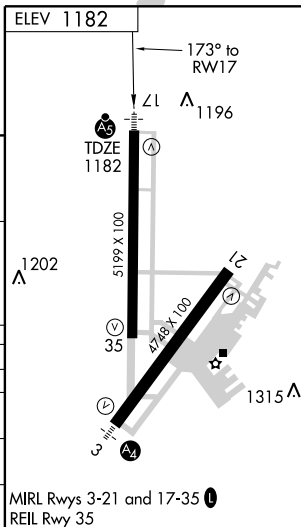
35

ATIS X 100

1315

MIRL Rwy 3-21 and 17-35

REIL Rwy 35



OKEMAH FLYING FLD (F81) 1 E UTC-6(-5DT) N35°25.85' W96°17.03'

DALLAS—FT. WORTH

867 TPA—1800(933) NOTAM FILE MLC

Rwy 17-35: 2585X100 (TURF)

Rwy 17: Tree. Rwy 35: Tree.

Rwy 02-20: 2375X80 (TURF)

Rwy 02: Trees. Rwy 20: Tree.

AIRPORT REMARKS: Unattended. Rwy 02-20 CLOSED indef. Numerous golf trails cross the rwy. Rwy 02-20 lined with +30' trees. Trees, broken light fixtures, old tires, golf driving range, golf tees, all within primary surface and safety areas of both rwys. Water hole and drain on east side of Rwy 17-35 at twy intersection.

COMMUNICATIONS: CTAF 122.9

OKLAHOMA CITY

CLARENCE E PAGE MUNI (RCE) 15 W UTC-6(-5DT) N35°29.28' W97°49.41'

DALLAS—FT. WORTH

1354 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE MLC

H-6H, L-15D

Rwy 17R-35L: H6014X100 (CONC) S-40, D-60 HIRL

IAP, AD

Rwy 17R: PAPI(P4L)—GA 3.0° TCH 42'. Fence. Rgt tfc.

Rwy 35L: PAPI(P4L)—GA 3.0° TCH 42'.

Rwy 17L-35R: H3502X75 (CONC) S-17 MIRL

Rwy 17L: Trees. Rwy 35R: Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1330-2330Z†. Ultralights on and invof arpt. Deer on and invof rwy. Aerobatic acft blo 6400' 1NM radius of arpt. ACTIVATE HIRL Rwy 17R-35L and MIRL Rwy 17L-35R—CTAF.

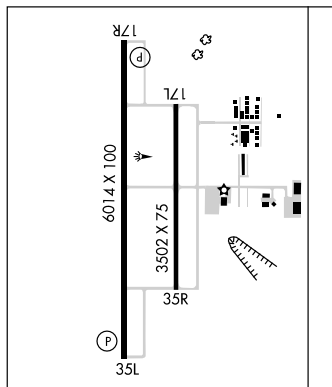
WEATHER DATA SOURCES: AWOS-3 125.05 (405) 354-2617.

COMMUNICATIONS: CTAF/UNICOM 123.0 Unicom unmonitored.

Ⓡ OKE CITY APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 300° 13.1 NM to fld. 1230/7E. HIWAS.



SUNDANCE AIRPARK (HSD) 11 NW UTC-6(-5DT) N35°36.11' W97°42.37'

DALLAS—FT. WORTH

1193 B FUEL 100LL, JET A NOTAM FILE MLC

H-6H, L-15D

Rwy 17-35: H5001X100 (CONC) MIRL 0.8% up S

IAP

Rwy 17: VASI(V2L)—GA 2.25° TCH 24'. Rgt tfc.

Rwy 35: VASI(V2L)—GA 2.50° TCH 21'.

AIRPORT REMARKS: Attended 1400-0000Z†. 100LL avbl 24 hr self-serve with credit card. ACTIVATE MIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

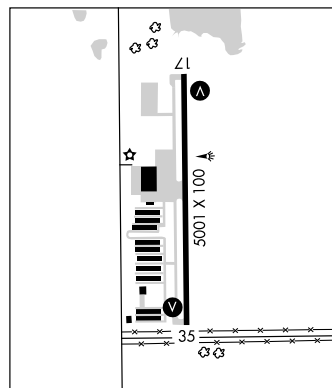
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ OKE CITY APP/DEP CON 124.6 CLNC DEL 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

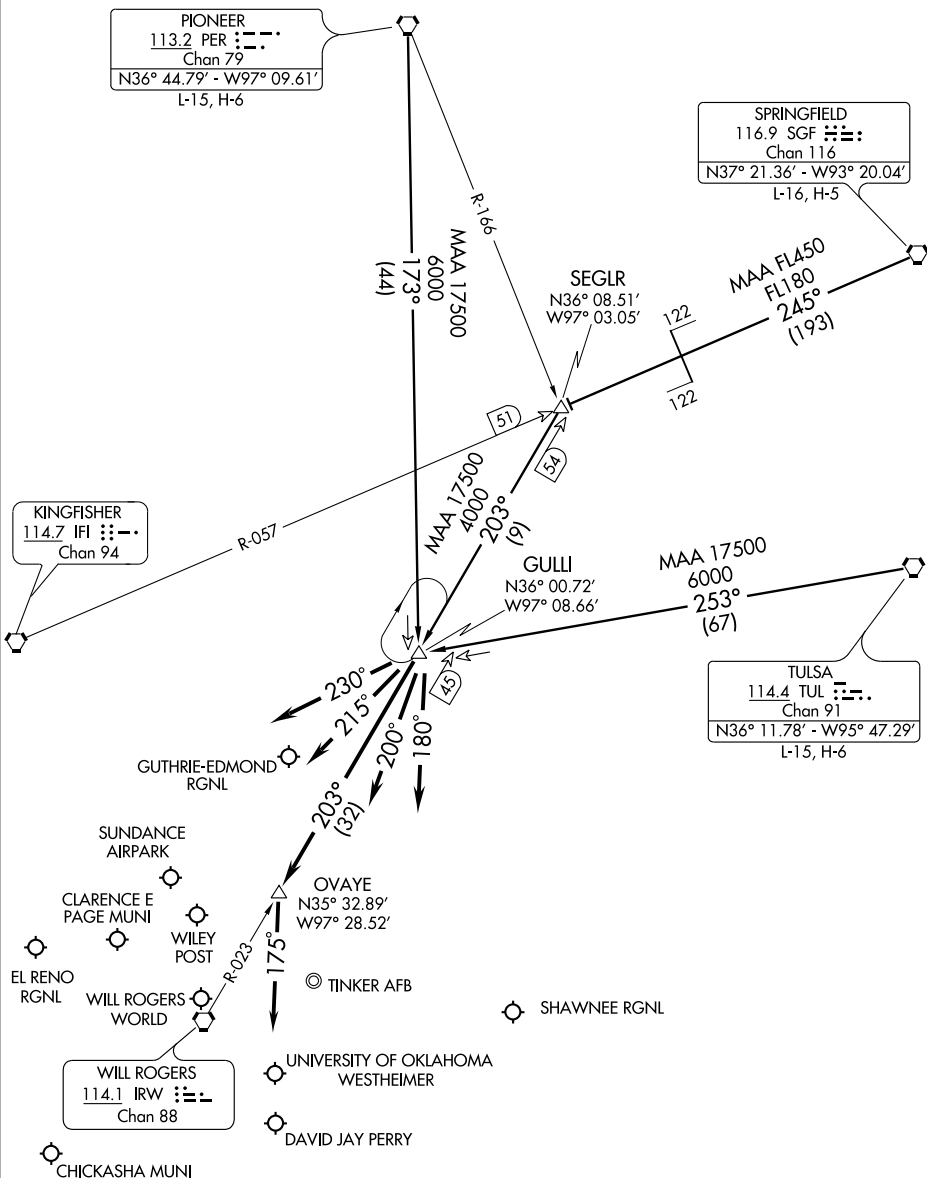
WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 335° 15.3 NM to fld. 1230/7E. HIWAS.

ILS 109.9 I-HSD Rwy 17. LOC only.



GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-HSD 109.9	APP CRS 168°	Rwy Idg TDZE Apt Elev 5001 1178 1193
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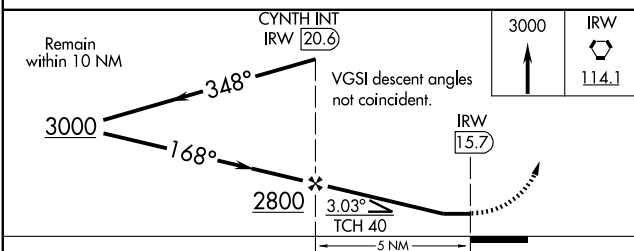
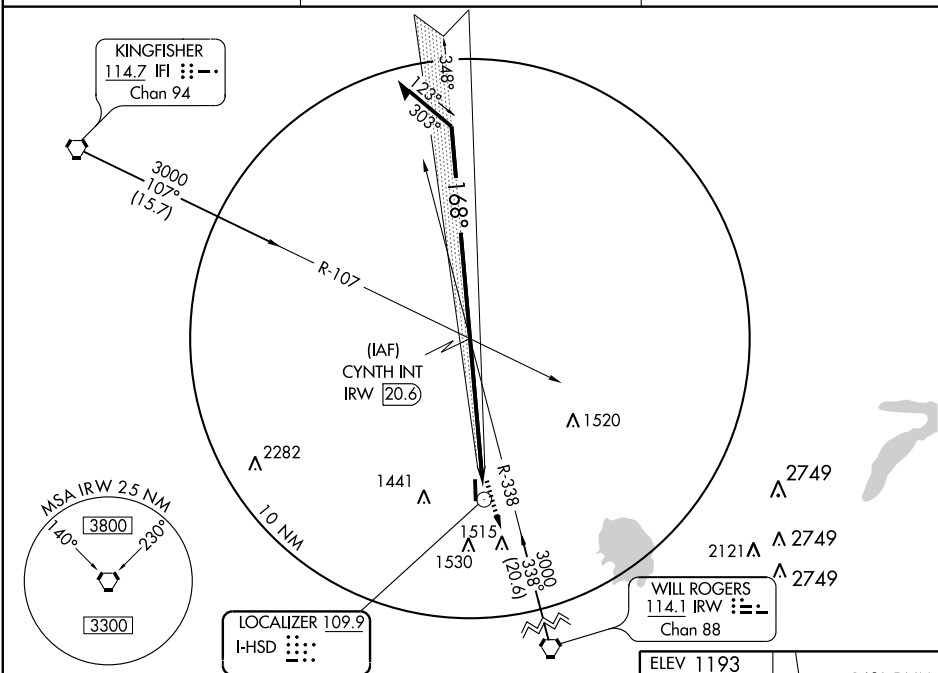
LOC RWY 17

OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

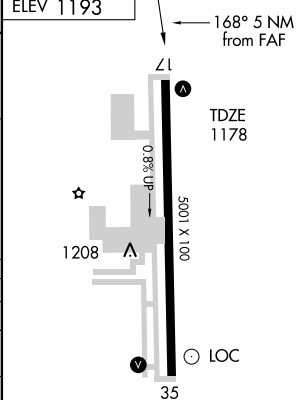
▼ Use Wiley Post altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON
124.6 266.8CLNC DEL
123.7UNICOM
122.7 (CTAF) 0

CATEGORY	A	B	C	D
S-17	1500-1	322 (400-1)		NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA



MIRL Rwy 17-35 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS **171°**
 Rwy Idg **5001**
 TDZE **1178**
 Apt Elev **1193**

RNAV (GPS) RWY 17

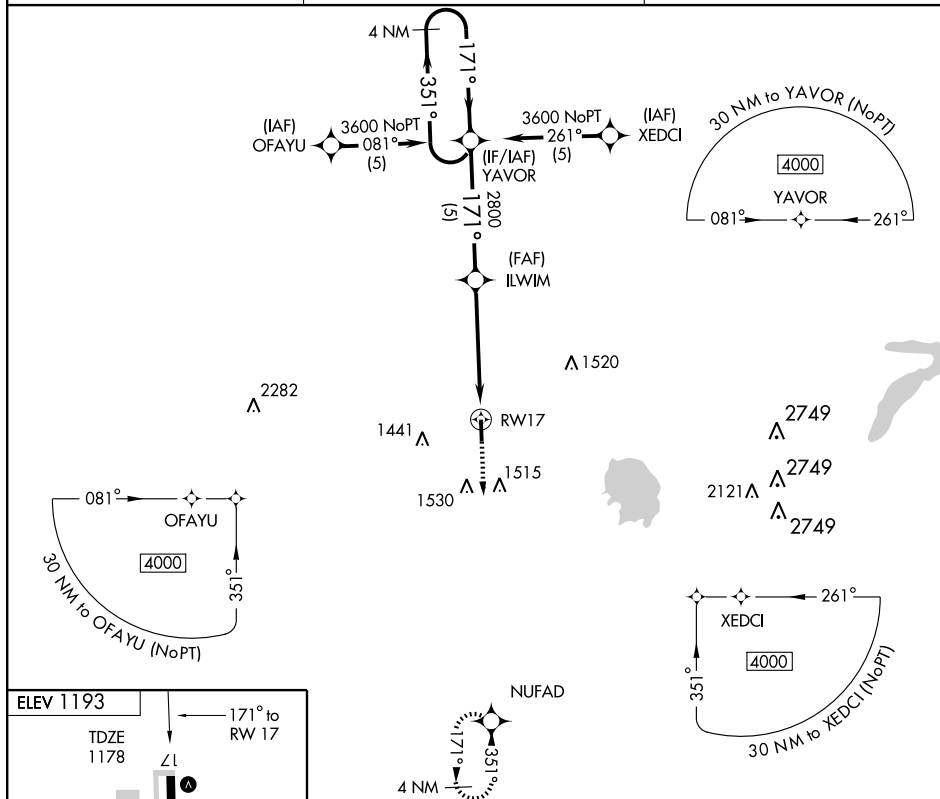
OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

▼ ▲ NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3000 direct NUFAD and hold.

OKE CITY APP CON
124.6 266.8

CLNC DEL
123.7

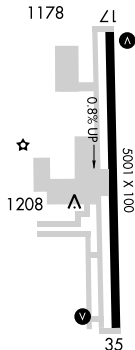
UNICOM
122.7 (CTAF) 0



ELEV 1193

TDZE 1178

171° to RWY 17



MIRL Rwy 17-35 0

4NM Holding Pattern YAVOR				3000	NUFAD
CATEGORY	A			B	C
GLS DA	NA				
LNAV/VNAV DA	NA				
LNAV MDA	1600-1 422 (500-1)		1600-1¼ 422 (500-1¼)		NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA	

APP CRS **351°**
Rwy ldg **5001**
TDZE **1193**
Apt Elev **1193**

RNAV (GPS) RWY 35

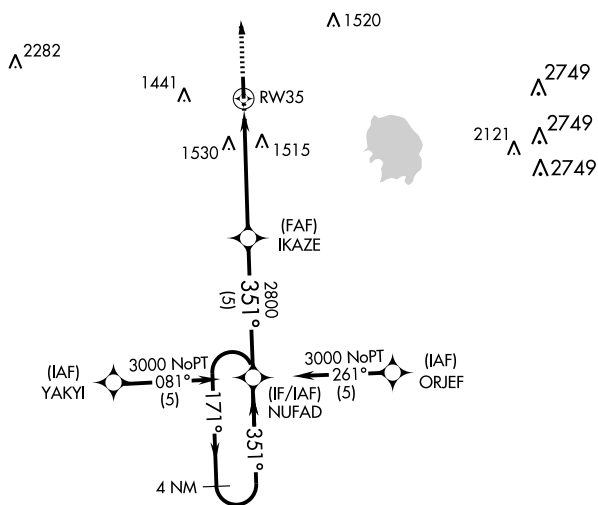
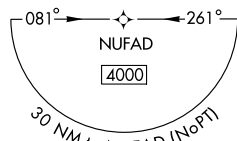
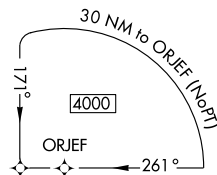
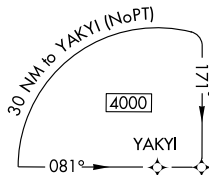
OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

▼ ▲ NA Use Wiley Post alimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3600 direct YAVOR WP and hold.

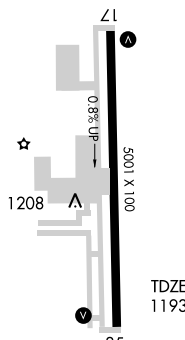
OKE CITY APP CON
124.6 266.8

CLNC DEL
123.7

UNICOM
122.7 (CTAF) 0



ELEV 1193



MIRL Rwy 17-35 0
351° to RW35

3000	YAVOR	NUFAD	4 NM Holding Pattern
IKAZE	RW35	2800	171° 3000 ← 351°
5 NM	5 NM		
CATEGORY	A	B	C
GLS DA	NA	NA	NA
LNAV/VNAV DA	NA	NA	NA
LNAV MDA	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA
CIRCLING	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

VORTAC IRW 114.1 Chan 88	APP CRS 155°	Rwy Idg TDZE Apt Elev 1193	5001 1178 1193
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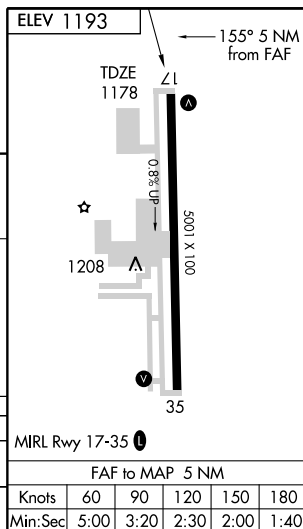
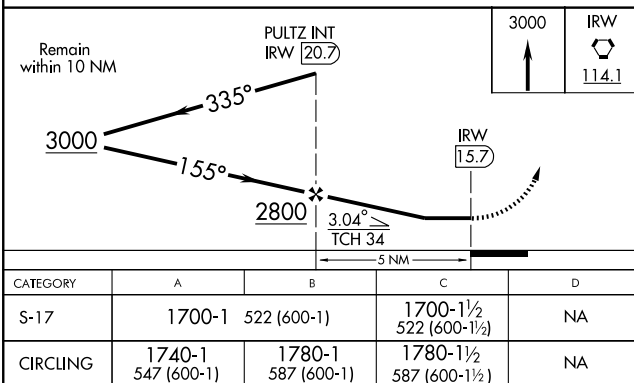
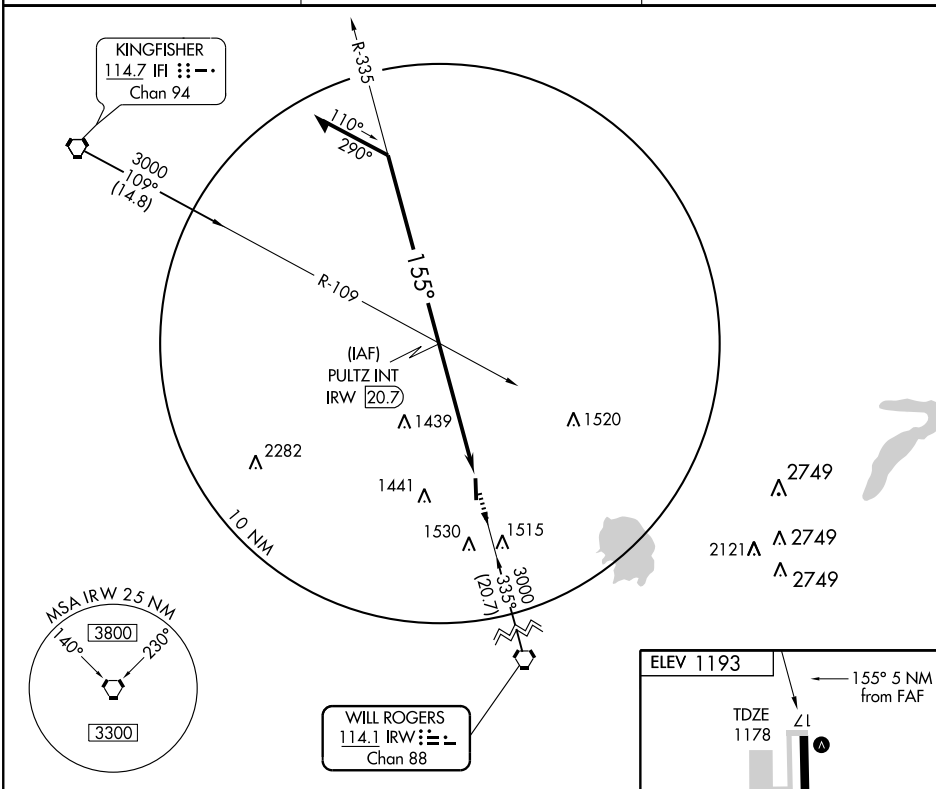
VOR RWY 17

OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

▼ Use Wiley Post altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON
124.6 266.8CLNC DEL
123.7UNICOM
122.7 (CTAF) **0**

OKLAHOMA CITY, OKLAHOMA

Amdt 1B 08325

OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

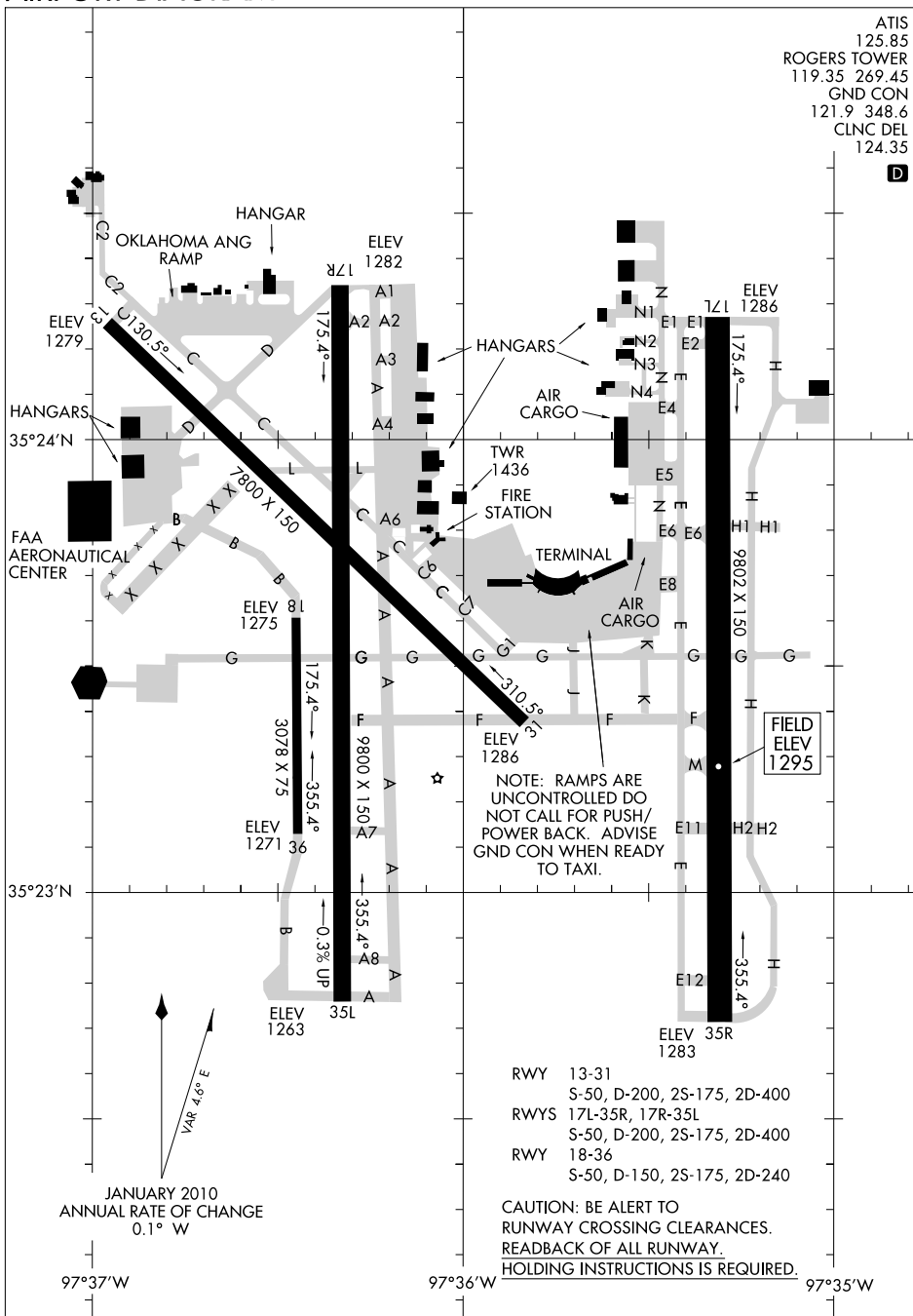
35° 36'N- 97° 42'W

VOR RWY 17

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010



SC-1. 23 SEP 2010 to 21 OCT 2010

WILL ROGERS WORLD(OKC) 6 SW UTC-6(-5DT) N35°23.59' W97°36.04'
1295 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

DALLAS-FT. WORTH

H-6H, L-15D

IAP, AD

NOTAM FILE OKC

RWY 17L-35R: H9802X150 (CONC-GRVD) S-50, D-200, 2S-175,
2D-400 HIRL CL

RWY 17L: MALSR. RWY 35R: ALSF2. TDZL. Rgt tfc.

RWY 17R-35L: H9800X150 (CONC-GRVD) S-50, D-200, 2S-175,
2D-400 HIRL CL

RWY 17R: MALSR. PAPI(P4L)—GA 3.0° TCH 60'. Rgt tfc.

RWY 35L: MALSR. 0.3% up.

RWY 13-31: H7800X150 (ASPH-CONC-GRVD) S-50, D-200,
2S-175, 2D-400 MIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 52'.

RWY 18-36: H3078X75 (ASPH) S-50, D-150, 2S-175, 2D-240

RWY 18: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-7800 TODA-7800 ASDA-7800 LDA-7800

RWY 17L: TORA-9802 TODA-9802 ASDA-9802 LDA-9802

RWY 17R: TORA-9800 TODA-9800 ASDA-9800 LDA-9800

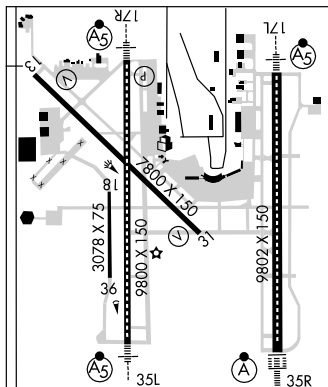
RWY 18: TORA-3079 TODA-3079 ASDA-3079 LDA-3079

RWY 31: TORA-7800 TODA-7800 ASDA-7800 LDA-7800

RWY 35L: TORA-9800 TODA-9800 ASDA-9800 LDA-9800

RWY 35R: TORA-9802 TODA-9802 ASDA-9802 LDA-9802

RWY 36: TORA-3079 TODA-3079 ASDA-3079 LDA-3079

**AIRPORT REMARKS:** Attended continuously. PPR for parking on FAA Aeronautical Center ramp phone 405-954-4137.

Pilots of acft with wing spans greater than 118' must use judgement over steering at all twy intersections. Rwy 18-36 600' W of Rwy 17R-35L on existing twy. Rwy 17R and Rwy 35L runway visual range touchdown and rollout avbl. Rwy 18-36 VFR dalgt operations only except for Air National Guard. Rwy 18-36 used as taxiway when not used as rwy. Rwy 18-36, Twy G west of Rwy 17R-35L, Twy A2 east of Twy A, Twy D southwest of Rwy 13-31, Twy A1, Twy A3, Twy A4, Twy A6, Twy B, and C2, not avbl for air carrier ops with over 9 passenger seats. Twy G west of Twy B clsd to all except U.S. Marshals Service acft. U.S. Marshals svc ramp PPR phone 405-680-3468. Twy C2 clsd to all ops except Metro Tech tch. Twys H1, H2 and G east of Twy H clsd indef. Compass rose restricted to acft under 95,000 lbs except ANG C-130. Twy B N of compass rose restricted to acft under 120,000 lbs except ANG C-130. All ramps are uncontrolled. Rwy 17R NSTD MALSR, no thld lgts.

Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (405) 682-4871. HIWAS 114.1 IRW. TDWR.**COMMUNICATIONS:** D-ATIS 125.85 (405) 681-9853

⑦ OKC CITY APP/DEP CON 124.6 (171°-360°) 120.45 (081°-170°) 124.2 (001°-080°)

ROGERS TOWER 119.35 120.25 GND CON 121.9 CLNC DEL 124.35 PRE-TAXI CLNC 124.35

AIRSPACE: CLASS C svc continuous ctc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

(H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 004° 2.1 NM to fld. 1230/7E. HIWAS.

TULOO NDB (MHW/LOM) 406 OK N35°28.29' W97°36.33' 170° 4.7 NM to fld.

GALLY NDB (LOM) 350 RG N35°17.70' W97°35.32' 347° 5.9 NM to fld.

ILS/DME 110.9 I-RGR Chan 46 Rwy 35R. Class IIE. LOM GALLY NDB. DME unusable 15° right of course.

ILS/DME 110.7 I-OKC Chan 44 Rwy 17R. Class IE. LOM TULOO NDB. DME also serves Rwy 35L.

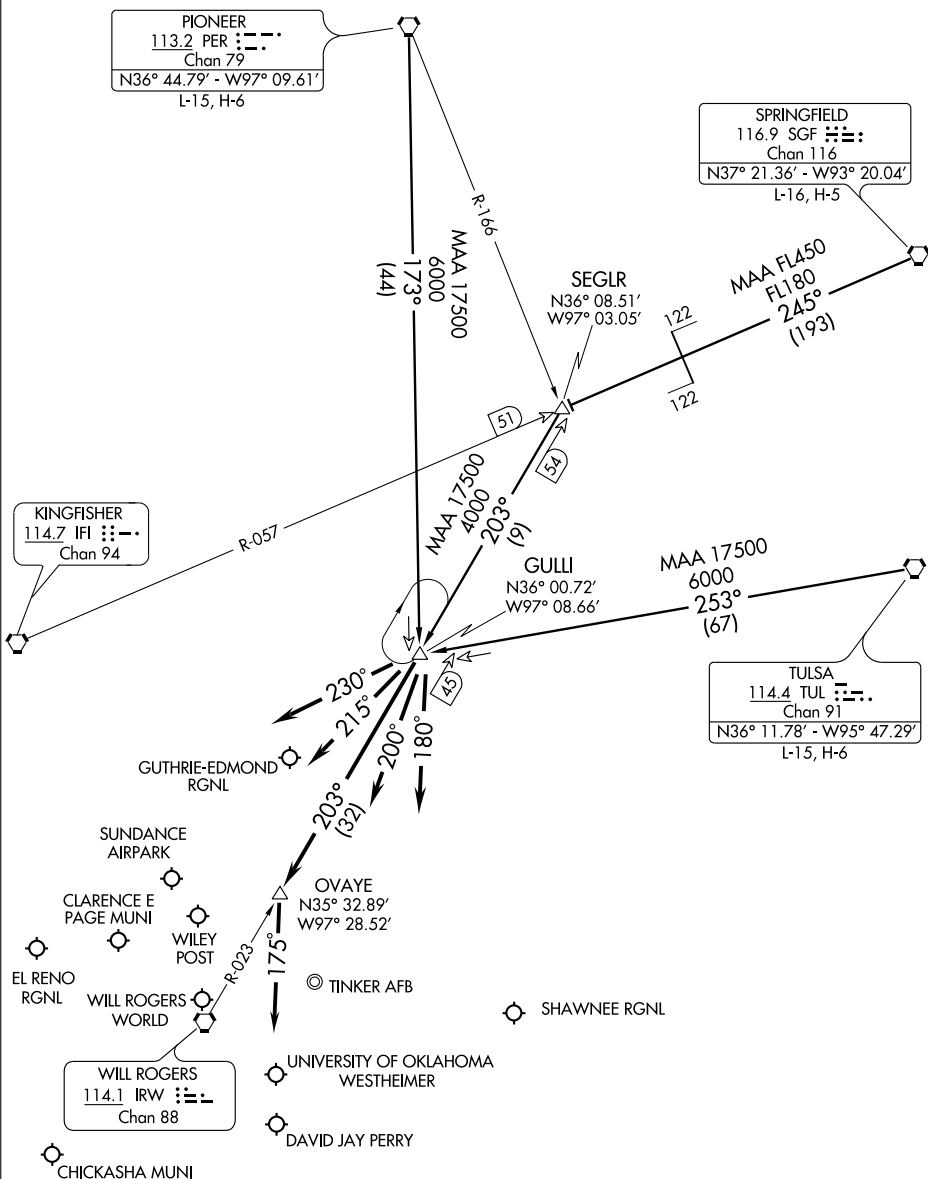
ILS/DME 110.7 I-LIK Chan 44 Rwy 35L. Class IE. DME also serves Rwy 17R. LOC unusable byd 30° rgt of course.

ILS/DME 110.9 I-EXR Chan 46 Rwy 17L. Class IE.

ASR

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:




. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

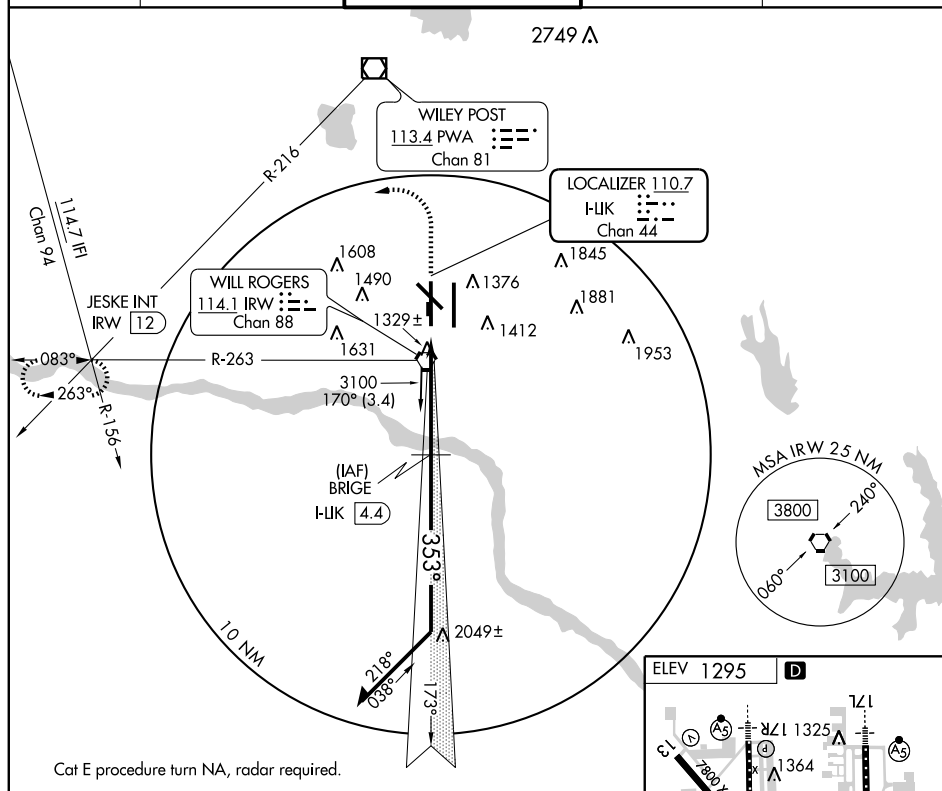
. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC/DME I-LIK 110.7 Chan 44	APP CRS 353°	Rwy Idg 9800 TDZE 1277 Apt Elev 1295
---	------------------------	---

ILS or LOC/DME RWY 35L
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

  ASR	For inoperative MALS, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC Cats D,E visibility to RVR 5000.	MALS 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA VOR/DME R-216 to JESKE Int/IRW 12 DME and hold.
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ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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BRIDGE	JESKE INT
I-LIK 4.4	Hdg 260° PWA R-216 113.4

Remain within 10 NM

3100

173°

5700

2800

353°

2800

353°

GS 3.00°
TCH 49

I-LIK 0.6

I-LIK DME ANT.

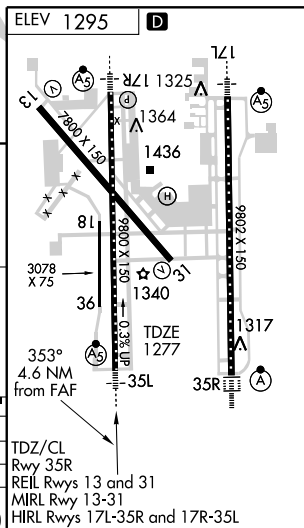
I-LIK 0.2

3.0 NM

0.6

0.2

CATEGORY	A	B	C	D	E
S-ILS 35L	1477/24 200 (200-½)				
S-LOC 35L	1580/24 303 (300-½)			1580/40 303 (300-¾)	
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)



LOC/DME I-OKC	APP CRS	Rwy Idg	9800
110.7	173°	TDZE	1282
Chan 44		Apt Elev	1295

ILS or LOC RWY 17R

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)



Circling NA at night to Rwy 18-36.

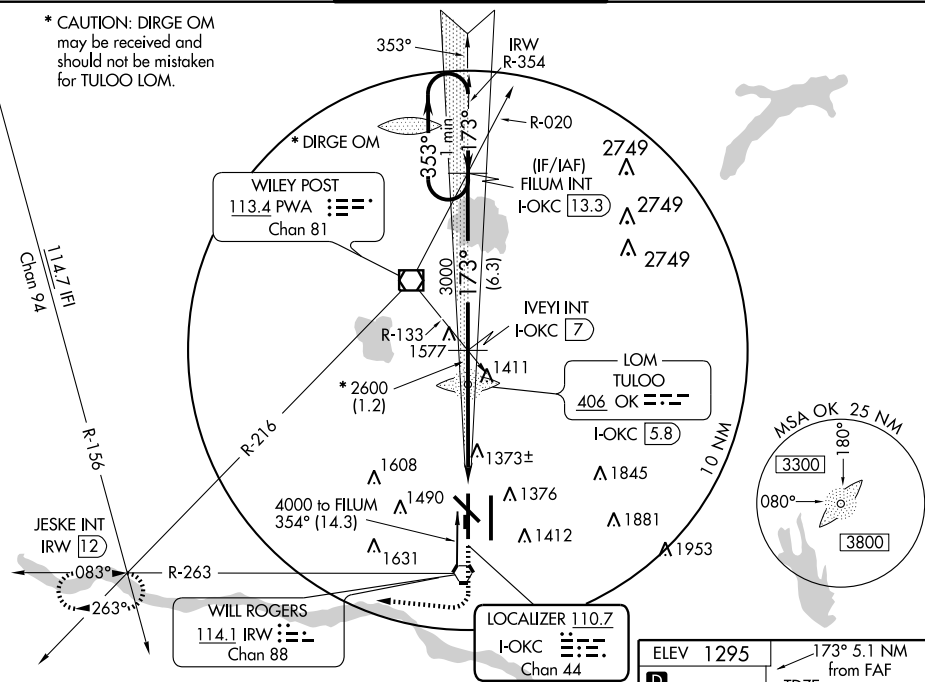
** Use of flight director or autopilot or HGS required.



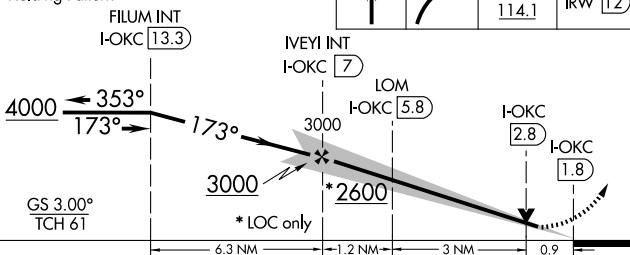
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW R-263 to JESKE Int/12 DME and hold.

ATIS	OKC CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

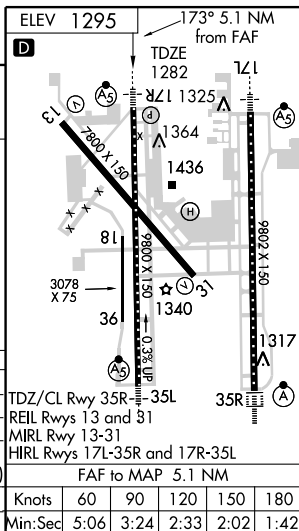
* CAUTION: DIRGE OM may be received and should not be mistaken for TULOO LOM.



One Minute Holding Pattern



CATEGORY	A	B	C	D	E
S-ILS 17R		1482/24	200 (200-1/2)		
S-LOC 17R		1640/24	358 (400-1/2)	1640/40	358 (400-3/4)
CIRCLING	1760-1	465 (500-1)	1760-1 1/2	1860-2	2200-3
			465 (500-1 1/2)	565 (600-2)	905 (1000-3)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED					
S-ILS 17R**		1482/18	200 (200-1/2)		



LOC/DME I-RGR 110.9 Chan 46	APP CRS 354°	Rwy Idg 9802 TDZE 1294 Apt Elev 1295
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ILS RWY 35R (CAT II)

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

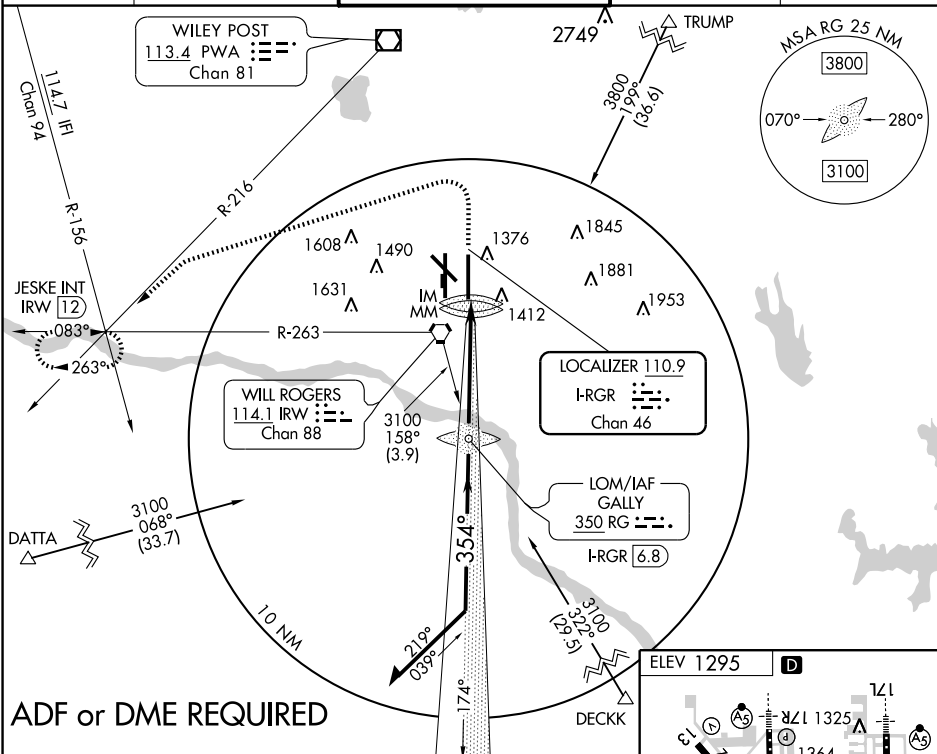


ALSF-2

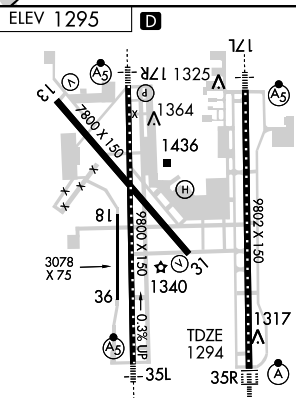
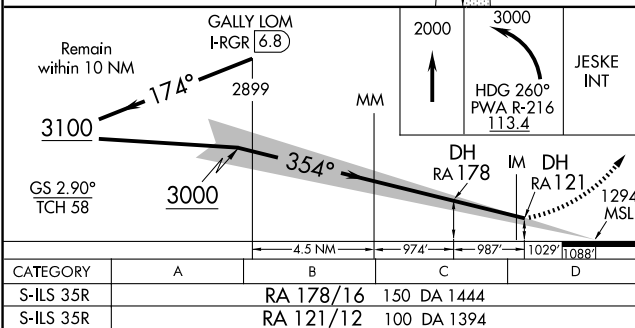


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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ADF or DME REQUIRED



**CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 35R
REIL Rwy 13 and 31
MIRL Rwy 13-31
HIRL Rwy 17L-35R and 17R-35L

LOC/DME I-RGR 110.9 Chan 46	APP CRS 354°	Rwy Idg 9802 TDZE 1294 Apt Elev 1295
---	------------------------	---

ILS RWY 35R
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

T	Cat D and E S-LOC visibility increased to
A	RVR 5000 for inoperative ALSF.
ASR	Cat. E procedure turn not authorized.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

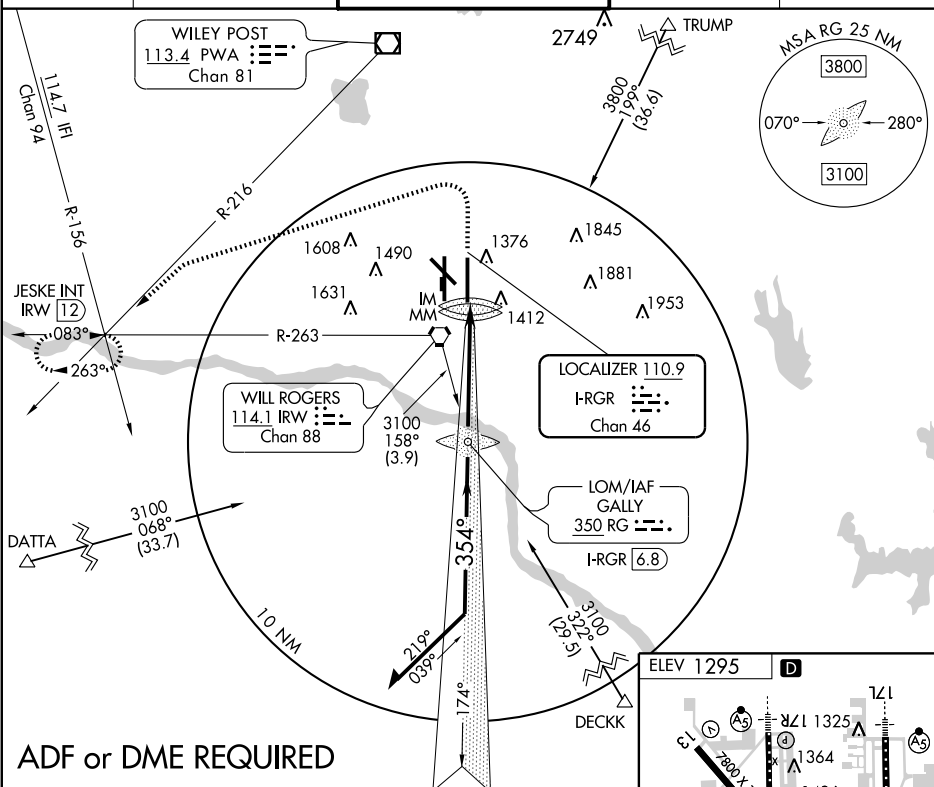
ATIS
125.85

OKE CITY APP CON
124.6 266.8

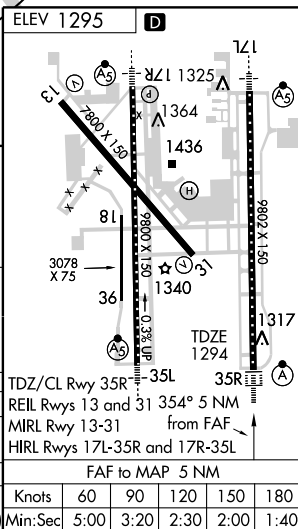
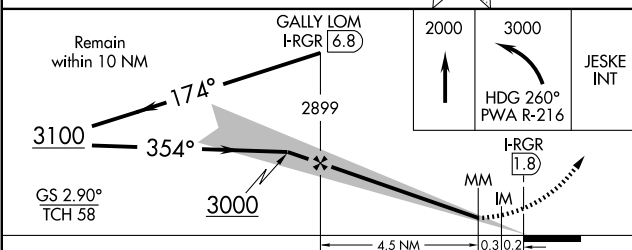
ROGERS TOWER
119.35 269.45

GND CON
121.9 348.6



CLNC DEL
124.35



ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				1494/24 200 (200-½)
S-LOC 35R	1620/24 326 (400-½)			1620/40	326 (400-¾)
CIRCLING	1760-1 465 (500-1)	1760-1½ 465 (500-1½)		1860-2 565 (600-2)	2240-3 945 (1000-3)

TDZ/CL Rwy 35R 					
REIL Rwy 13 and 31 354° 5 NM					
MIRL Rwy 13-31 from FAF 					
HIRL Rwy 17L-35R and 17R-35L					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

OKLAHOMA CITY, OKLAHOMA

Amdt 8E 09351

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

35°24'N-97°36'W

ILS RWY 35R

SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 13

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)



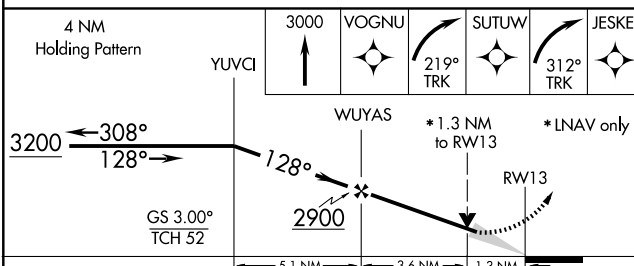
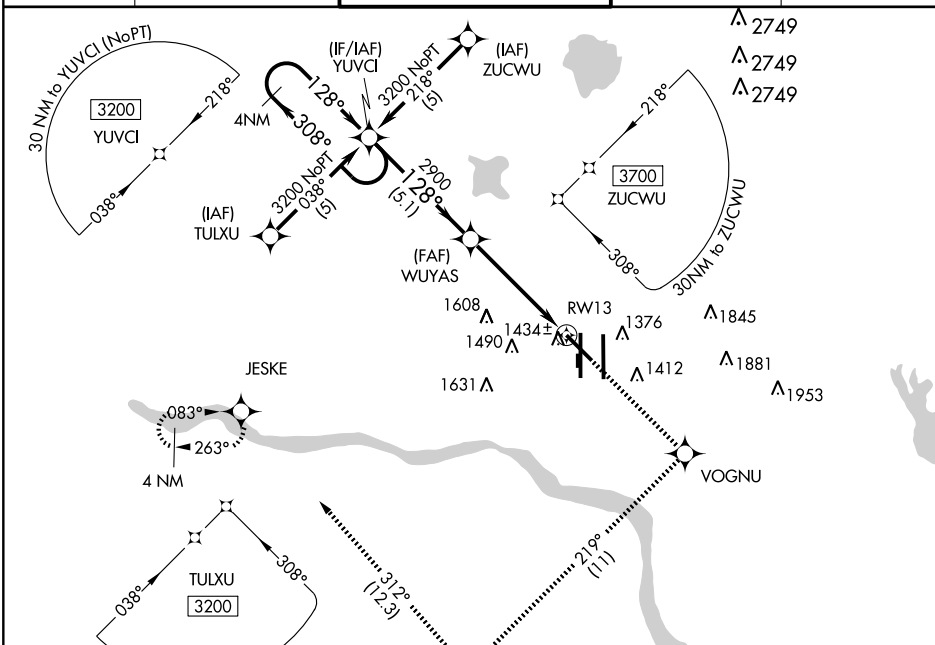
Baro-VNAV NA below -17°C (2°F)



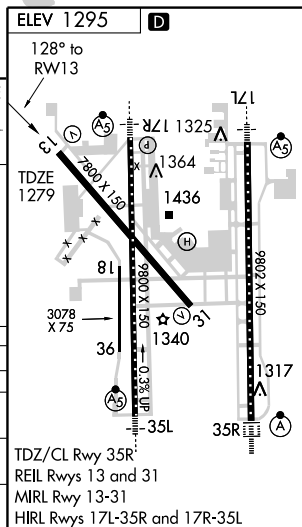
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VOGNU WP, then right turn via 219° track to SUTUW WP, then right turn via 312° track to JESKE WP and hold.

ATIS	OKC CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV	1700-1½ 421 (500-1½)			
LNAV MDA	1740-1 461 (500-1)	1740-1¼ 461 (500-1¼)	1740-1½ 461 (500-1½)	
CIRCLING	1740-1½ 445 (500-1½)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	



OKLAHOMA CITY, OKLAHOMA

Amdt 1 09015

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35° 24'N-97°36'W

RNAV (GPS) RWY 13

WAAS CH 50102 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	9800 1282 1295
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RNAV (GPS) RWY 17R

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)



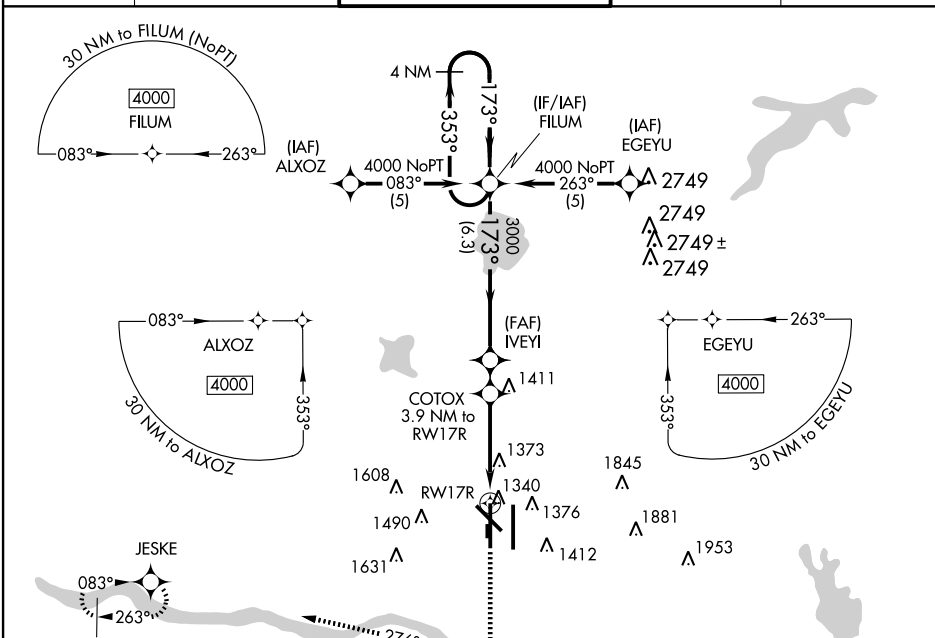
Circling to Rwy 18-36 NA at night. For inoperative MALS, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALS

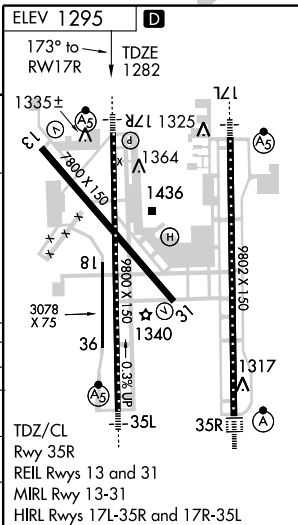


MISSED APPROACH: Climb to 3000
direct KONXU and right turn via 276°
track to JESKE and hold.

ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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4 NM Holding Pattern	FILUM	IVEYI	KONXU	JESKE
4000	353°	173°	3000	276° TRK
GS 3.00° TCH 61				
	6.3 NM	1.2 NM	2.8 NM	1.1 NM
COTOX 3.9 NM to RW17R				
*1.1 NM to RW17R				
CATEGORY	A	B	C	D
LPV DA	1540/24	258 (300-½)		
LNAV/VNAV DA	1610/24	328 (400-½)		1610/40 328 (400-¾)
LNAV MDA	1680/24	398 (400-½)		1680/50 398 (400-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



OKLAHOMA CITY, OKLAHOMA

Amdt 2A 09015

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35° 24'N-97° 36'W

RNAV (GPS) RWY 17R

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	7800
308°	TDZE	1286
	Apt Elev	1295

RNAV (GPS) RWY 31

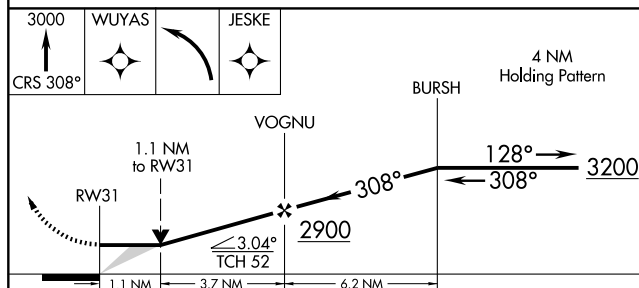
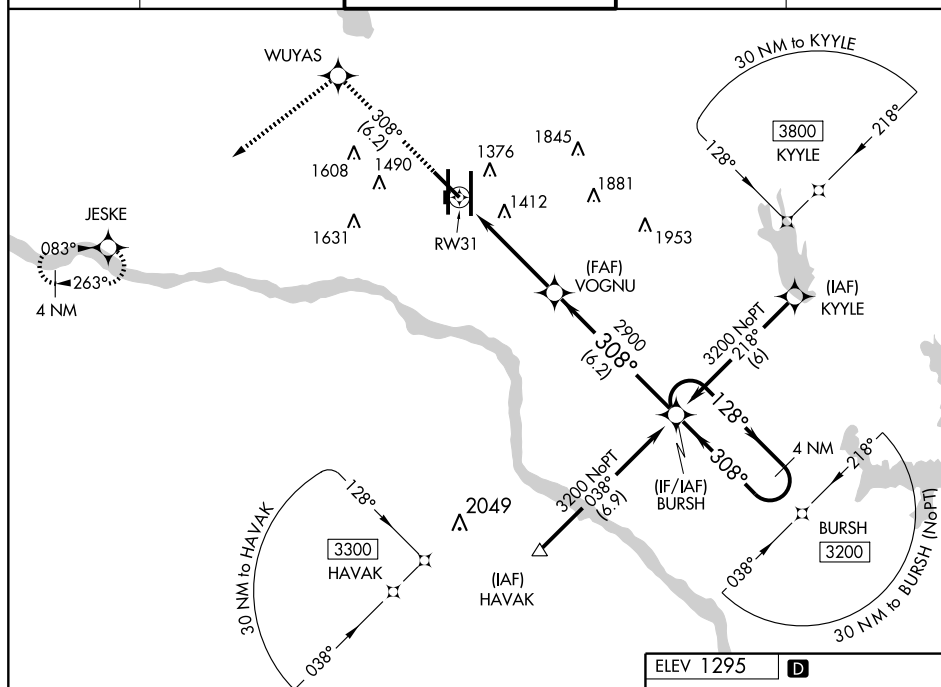
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)



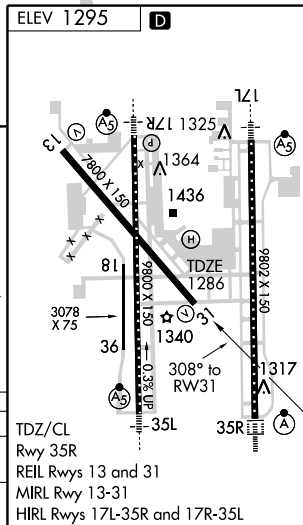
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 via 308° course to WUYAS WP, then left turn direct JESKE WP hold.

ATIS	OKC CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D
LNNAV MDA	1680-1	394 (400-1)		1680-1½ 394 (400-1½)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



OKLAHOMA CITY, OKLAHOMA

Orig 09015

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35° 24'N-97°36'W

RNAV (GPS) RWY 31

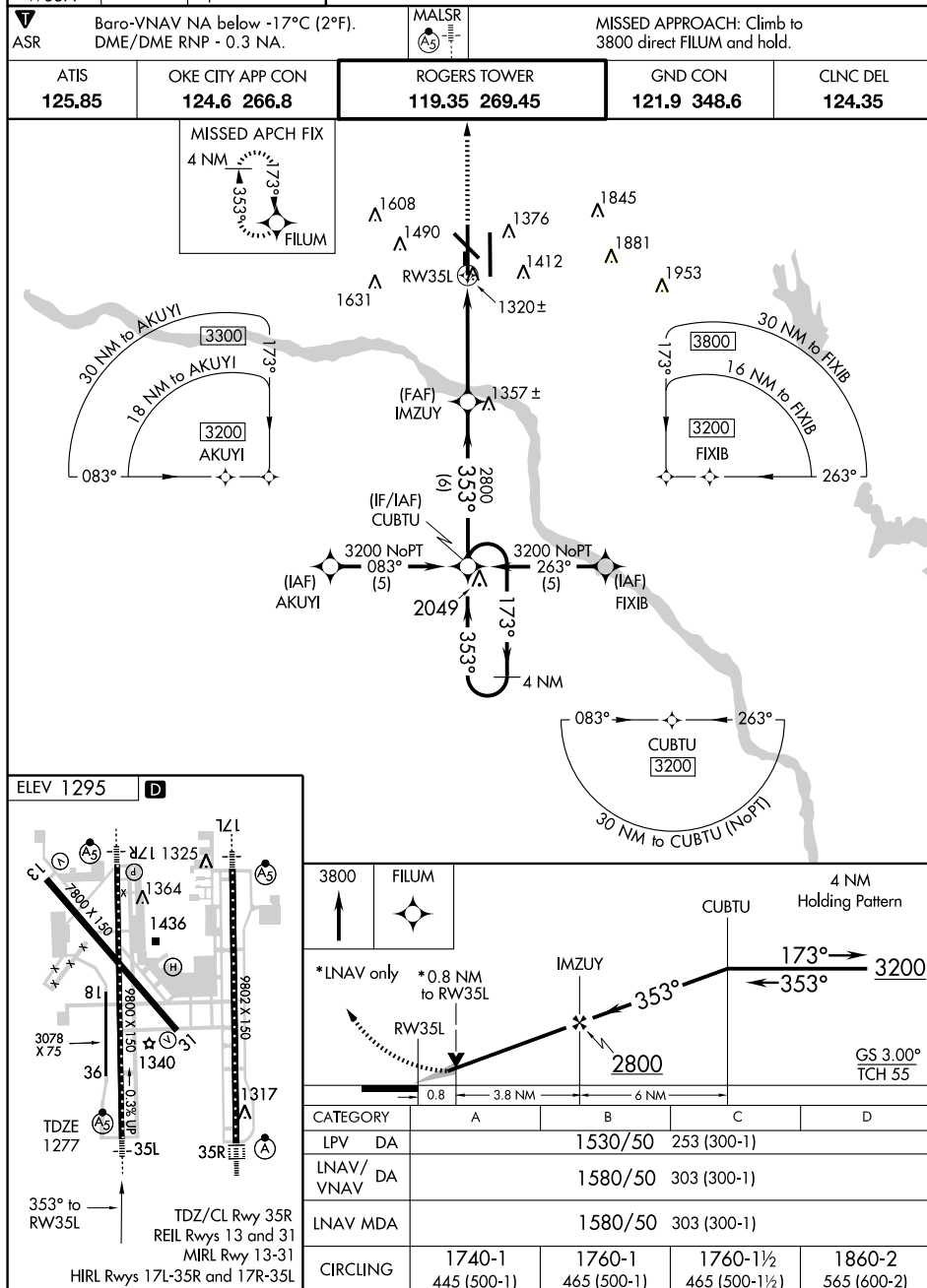
SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 56202 W35A	APP CRS 353°	Rwy Idg TDZE 1277 Apt Elev 1295
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RNAV (GPS) RWY 35L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)



WAAS CH 61218 W35B	APP CRS 353°	Rwy Idg 9802 TDZE 1294 Apt Elev 1295
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RNAV (GPS) Y RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

ASR For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 4000 direct ILUFI and hold.

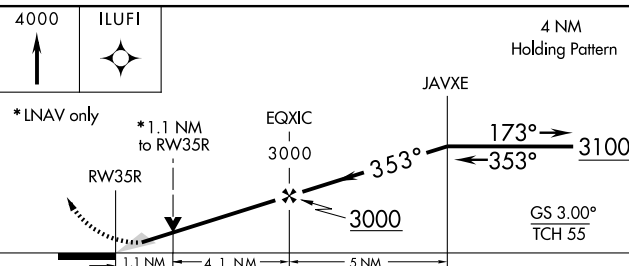
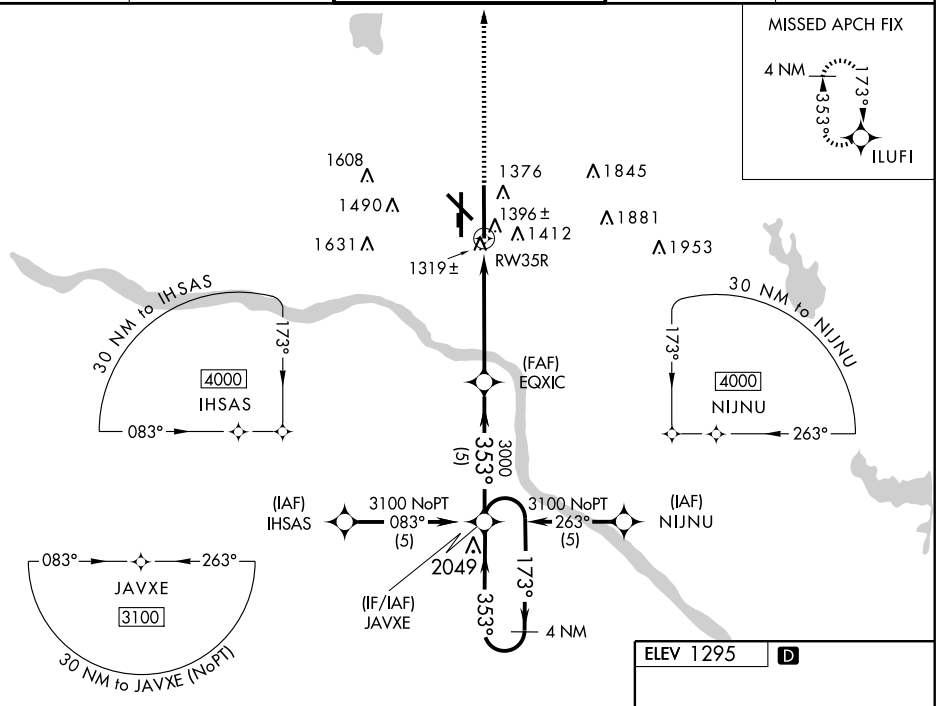
ATIS
125.85

OKE CITY APP CON
124.6 266.8

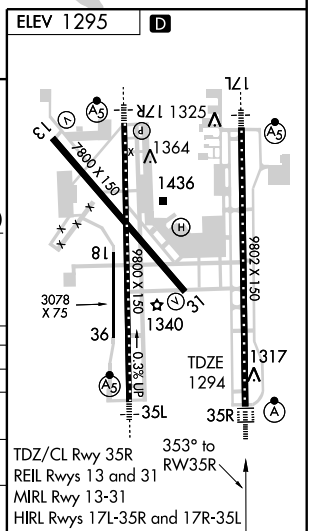
ROGERS TOWER
119.35 269.45

GND CON
121.9 348.6

CLNC DEL
124.35



CATEGORY	A	B	C	D
LPV DA	1494/24	200 (200-½)		
LNAV/VNAV DA	1628/40	334 (400-¾)		
LNAV MDA	1700/24	406 (500-½)	1700/40 406 (500-¾)	1700/50 406 (500-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



SC-1, 23 SEP 2010 to 21 OCT 2010

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

RNAV (GPS) Z RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

WAAS CH 56503 W17A	APP CRS 173°	Rwy Idg 9802 TDZE 1286 Apt Elev 1295
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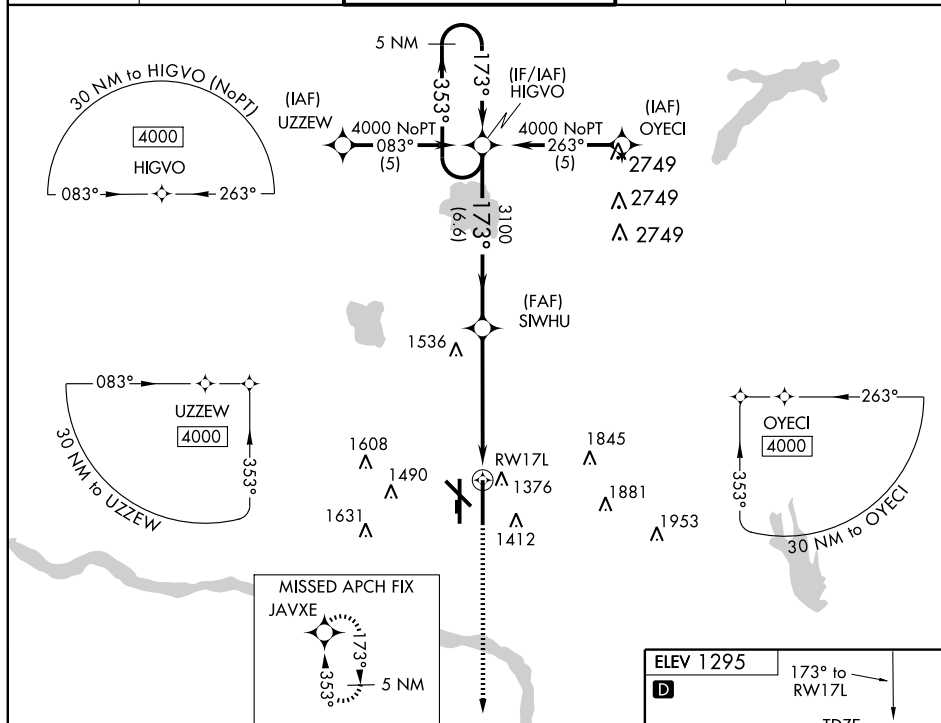


For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

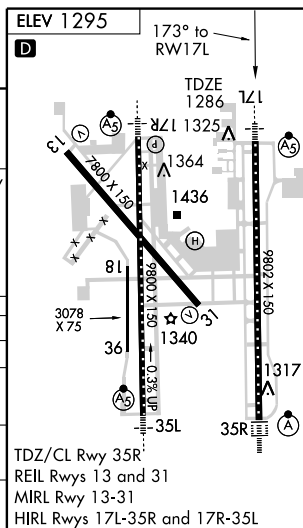


MISSED APPROACH: Climb to 4000 direct to JAVXE and hold.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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5 NM Holding Pattern	HIGVO	SIWU	4000	JAVXE
4000	← 353°	173° →	173°	* 1.4 NM to RWY 17L
GS 3.00° TCH 55	6.6 NM	4 NM	1.4 NM	
CATEGORY	A	B	C	D
LPV DA	1486/24 200 (200-½)			
LNAV/ VNAV DA	1610/24 324 (400-½)			
LNAV MDA	1800/24 514 (600-½)	1800/50 514 (600-1)	1800/60 514 (600-1¼)	
CIRCLING	1800-1 505 (600-1)	1800-1½ 505 (600-1½)	1860-2 565 (600-2)	



OKLAHOMA CITY, OKLAHOMA

Amdt 1 09015

35° 24'N- 97° 36'W

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

RNAV (GPS) Z RWY 17L

SC-1, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Y RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

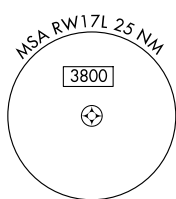
APP CRS 173°	Rwy ldg 9802
	TDZE 1286
	Apt Elev 1295

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats.



MISSED APPROACH: Climb to 4000 via 173° track to JAVXE and hold.

ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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Procedure NA for arrivals at GULLI via V140 eastbound.

(IAF) GULLI
4000
21.5°
(32.6)

(IF) HIGVO

3100
173°
(6.6)

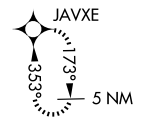
(FAF) SIWHU

1608
1490
1631

1376
1412

1845
1881
1953

MISSED APCH FIX



4000

JAVXE

HIGVO

4000

Procedure Turn NA

SIWHU

3100

RW17L

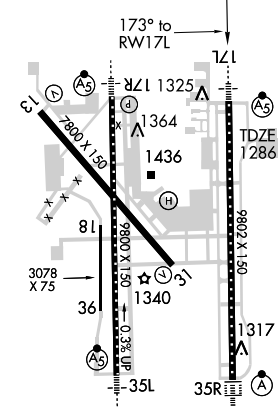
GP 3.00°
TCH 55

6.6 NM 5.4 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1590/40 304 (300-3/4)			

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

ELEV 1295



TDZ/CL Rwy 35R
REIL Rwy 13 and 31
MIRL Rwy 13-31
HIRL Rwy 17L-35R and 17R-35L

RNAV (RNP) Z RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

APP CRS 353°	Rwy ldg 2902
	TDZE 1294
	Apt Elev 1295

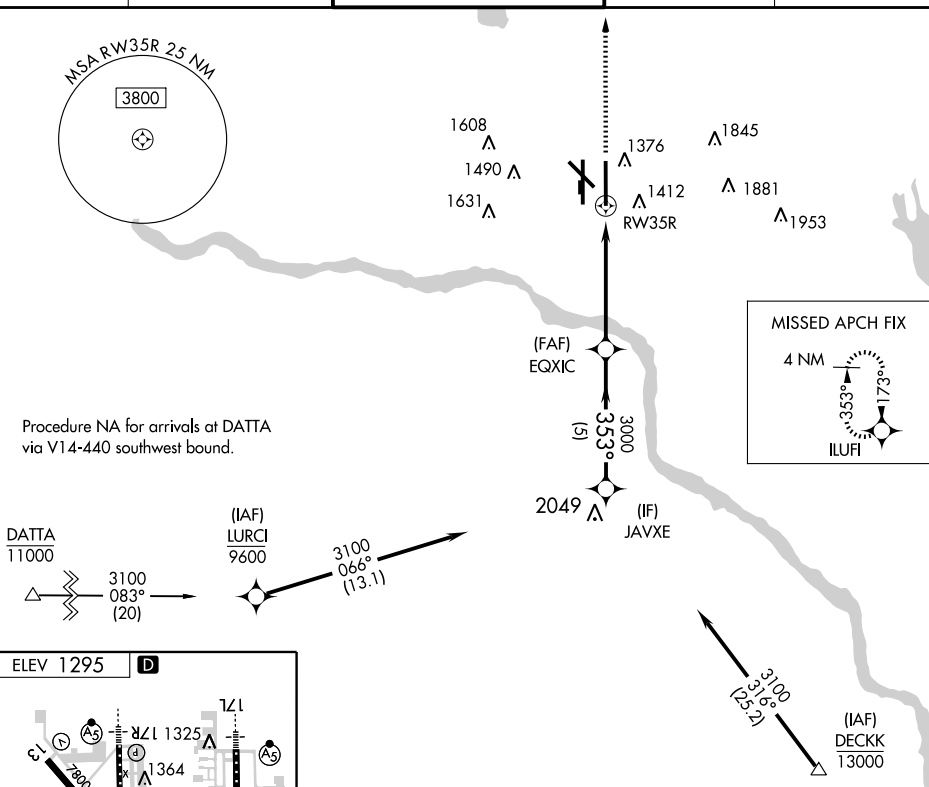
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative ALSF-2, increase RNP 0.30 visibility to RVR 5000 all Cnts.

ALSF-2



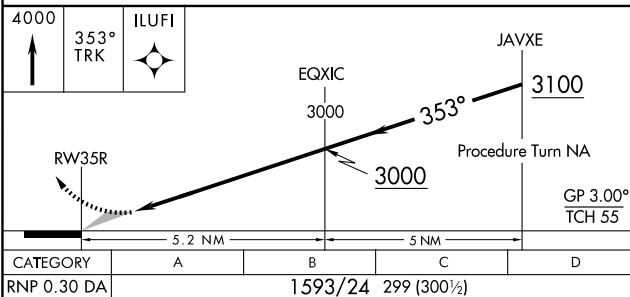
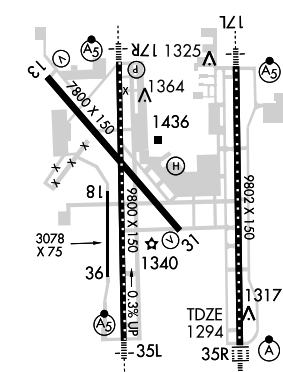
MISSED APPROACH: Climb to 4000 via 353° track to ILUFI and hold. Continue climb-in-hold to 4000.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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ELEV 1295

D



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

VOR IRW <u>114.1</u> Chan 88	APP CRS 190°	Rwy Idg 9802 TDZE 1286 Apt Elev 1295
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VOR RWY 17L
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T
A ASR

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

ATIS
125.85

OKE CITY APP CON
124.6 266.8

ROGERS TOWER
119.35 269.45

GND CON
121.9 348.6

CLNC DEL
124.35

Cat E procedure turn not authorized.
Inoperative table does not apply to S-17L
all categories and LANBY Fix minimums S-17L
Cat E; increase LANBY Fix minimums Cat. D
visibility to RVR 6000 for inoperative MALSR.

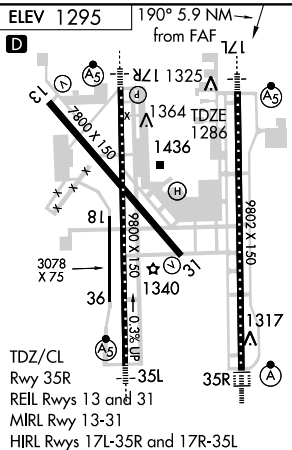
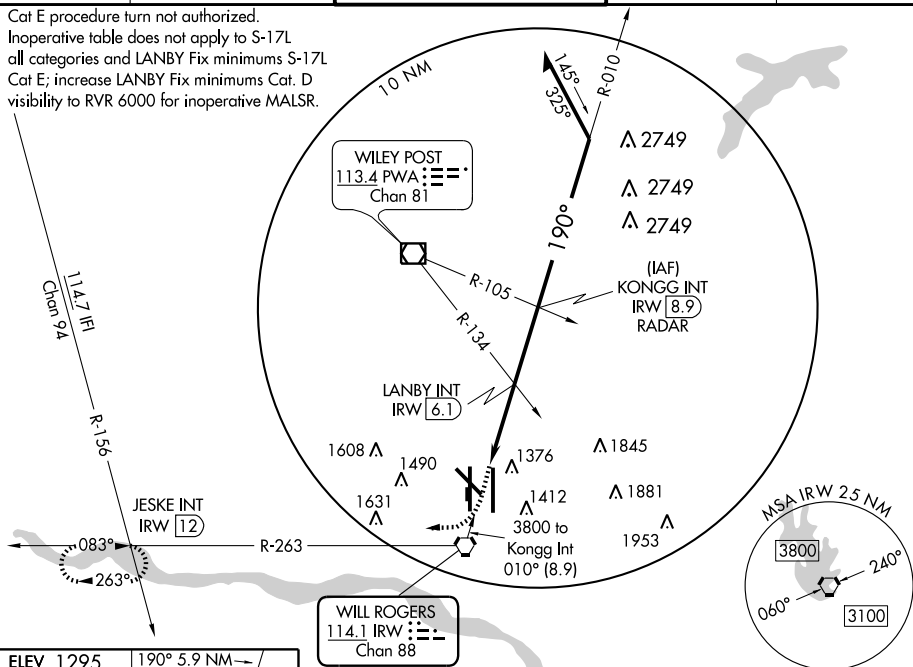


Diagram illustrating the Llanby VOR/DME station and its associated navigation aids. The station is located at 3000 MSL and 100 AGL. The station is identified as JESKE. The diagram shows the station's location relative to the Llanby VOR/DME station (IRW 3.4) and the Llanby VOR/DME station (IRW 6.1). The station is also 3.10 NM from the Llanby VOR/DME station (IRW 6.1). The station is also 3.10 NM from the Llanby VOR/DME station (IRW 6.1). The station is also 3.10 NM from the Llanby VOR/DME station (IRW 6.1).

OKLAHOMA CITY, OKLAHOMA

Amdt 2 09015

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35°24'N-97°36'W

VOR RWY 17L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-739 (FAA)

OKLAHOMA CITY/ WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

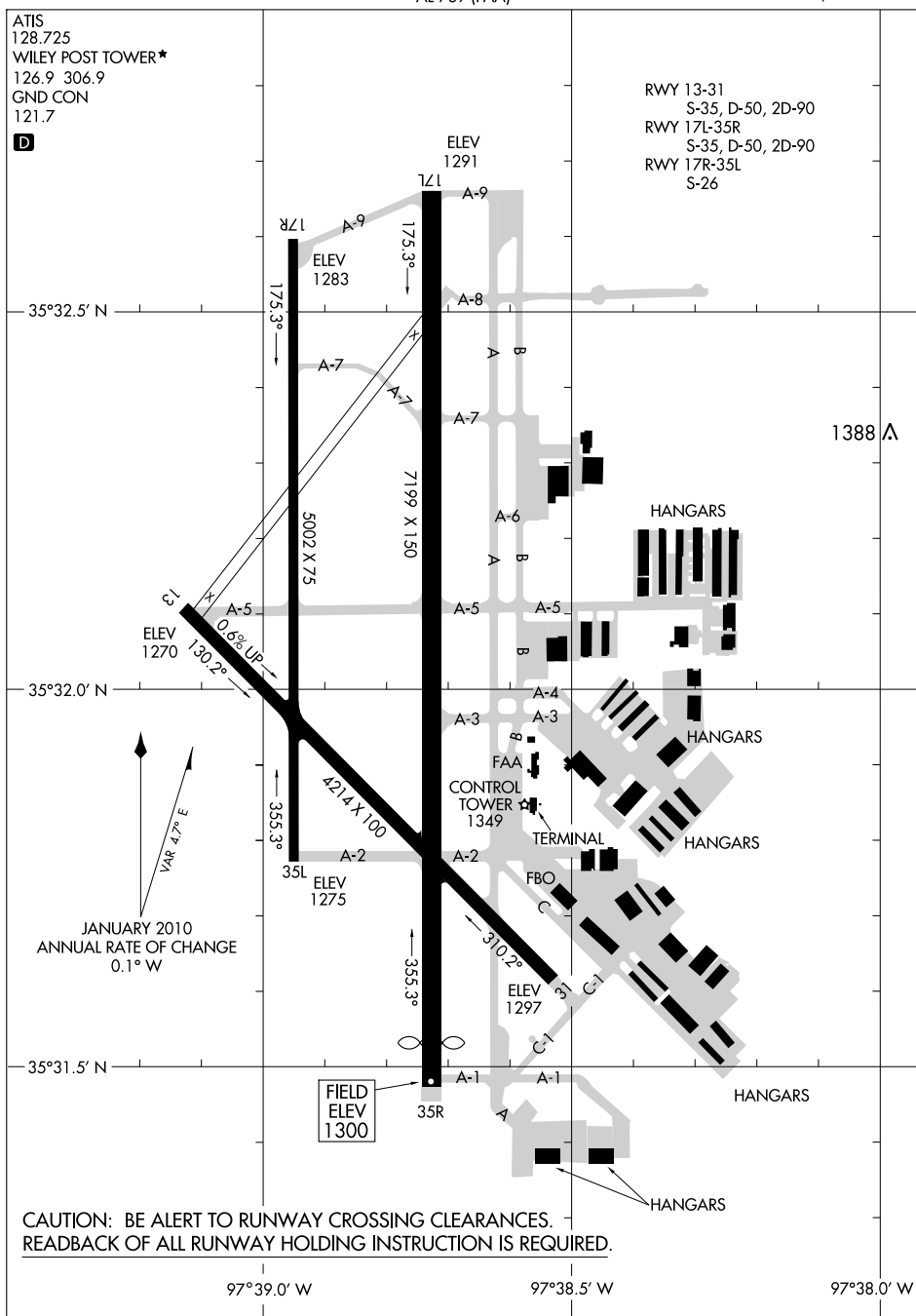
ATIS
128.725
WILEY POST TOWER*
126.9 306.9
GND CON
121.7

D

RWY 13-31
S-35, D-50, 2D-90
RWY 17L-35R
S-35, D-50, 2D-90
RWY 17R-35L
S-26

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/ WILEY POST (PWA)

WILEY POST (PWA) 7 NW UTC-6(-5DT) N35°32.05' W97°38.82'

DALLAS-FT. WORTH

1300 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

NOTAM FILE PWA

H-6H, L-150

RWY 17L-35R: H7199X150 (CONC) S-35, D-50, 2D-90 HIRL

IAP, AD

RWY 17L: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Rgt tfc.

RWY 35R: PAPI(P4L)—GA 3.0° TCH 45'. Thld dspcd 355'.

RWY 17R-35L: H5002X75 (ASPH-CONC) S-26 MIRL

RWY 17R: PAPI(P4L)—GA 3.0° TCH 25'. Rgt tfc.

RWY 35L: PAPI(P4L)—GA 3.0° TCH 31'.

RWY 13-31: H4214X100 (CONC) S-35, D-50, 2D-90

MIRL 0.6% up SE

RWY 13: Pole. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-4214 TODA-4214 ASDA-4214 LDA-4214

RWY 17L: TORA-7199 TODA-7199 ASDA-6844 LDA-6844

RWY 17R: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 31: TORA-4214 TODA-4214 ASDA-4214 LDA-4214

RWY 35L: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 35R: TORA-7199 TODA-7199 ASDA-7199 LDA-6844

AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs self serve with credit card. Rwy 13-31 CLOSED 0400-1300Z†. Rwy 13-31 CLOSED to jets. Rwy 13 CLOSED to txf and Rwy 31 CLOSED to ldg for acft over 12,500 lbs gross weight. Flocks of birds on and in/ov arpt all quadrants. Noise abatement procedure: Acft in excess of 12,500 pounds departing Rwy 17L-35R climb at a maximum rate consistent with safety to an altitude of 1500' AGL then reduce power setting and climb rate to 3000' AGL or 2 NM from arpt depending on air traffic control and safety conditions. TPA for Rwy 17R/35L 1900(600) 2300(1000) all other rws. Rwy 13-31 and Rwy 17R-35L unlighted 0400-1300Z†. Rwy 17R-35L south and north 1000' conc. Touch & go or stop & go lds not authorized Rwy 13-31. Twy C1 north of Rwy 31 thld and Twy C from 100' east of Twy A eastbound designated nonmovement area. Numerous acft under the ctl of Oklahoma City apch operating in Wiley Post CLASS D airspace abv 3000' MSL and 1 mile east of Wiley Post arpt abv 2500' MSL. When twr clsd ACTIVATE HIRL Rwy 17L-35R and MALSR Rwy 17L—CTAF.

WEATHER DATA SOURCES: ASOS (405) 495-7192.**COMMUNICATIONS:** CTAF 126.9 ATIS 128.725 (405) 495-4063 UNICOM 122.95

RCO 122.4 122.65 (MC ALESTER RADIO)

(R) OKE CITY APP/DEP CON 124.6 (171°-360°) 120.45 (081°-170°) 124.2 (001°-080°)

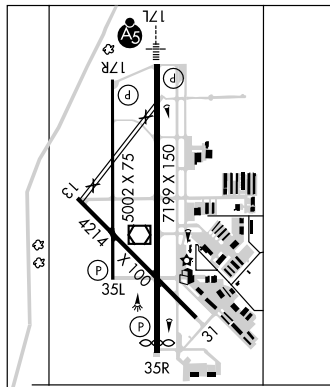
TOWER 126.9 (1300-0400Z†) GND CON 121.7

AIRSPACE: CLASS D svc 1300-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PWA.

(T) VORW/DME 113.4 PWA Chan 81 N35°31.98' W97°38.83' at fld. 1271/8E.

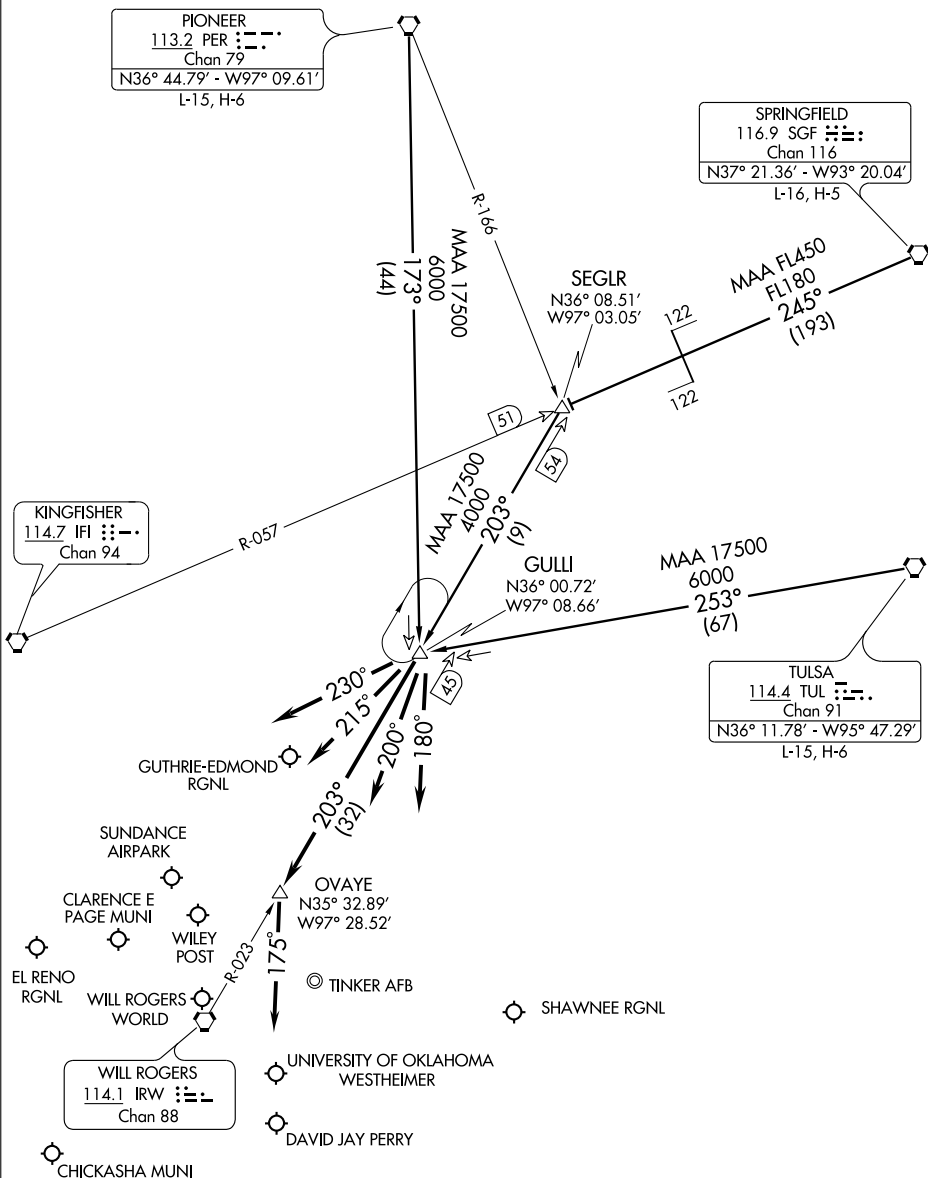
ILS 110.15 I-PWA Rwy 17L. Unmonitored when twr clsd.

ASR



GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-PWA APP CRS
110.15 **175°**
 Rwy Idg **6844**
 TDZE **1291**
 Apt Elev **1300**

ILS or LOC RWY 17L
 OKLAHOMA CITY/ WILEY POST (PWA)

When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility ¼ mile.

MALSR
 65

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

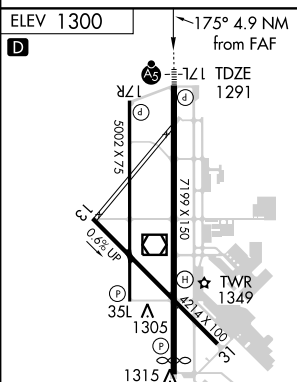
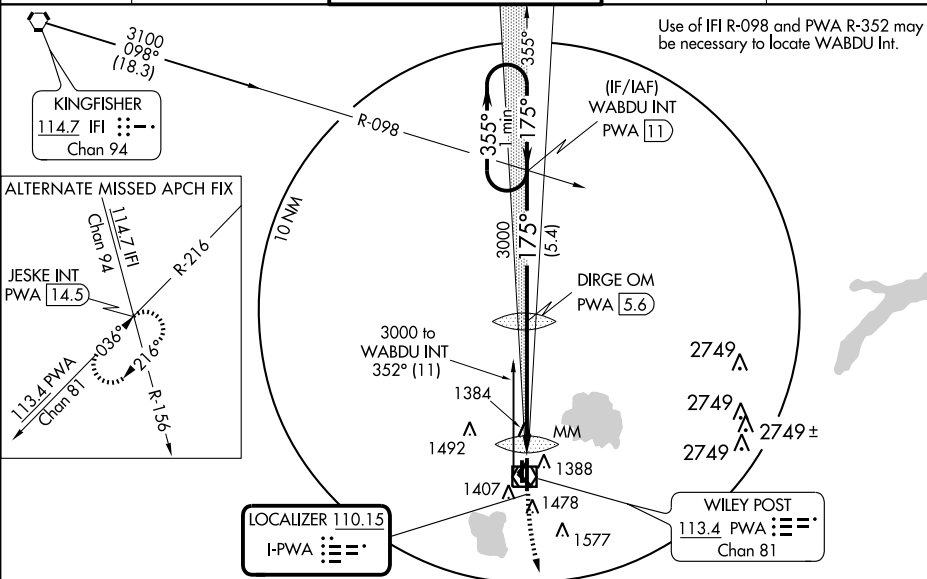
ATIS
128.725

OKE CITY APP CON
124.6 266.8

WILEY POST TOWER ★
126.9 (CTAF) 306.9

GND CON
121.7

UNICOM
122.95



MIRL Rwy 13-31 and 17R-35L

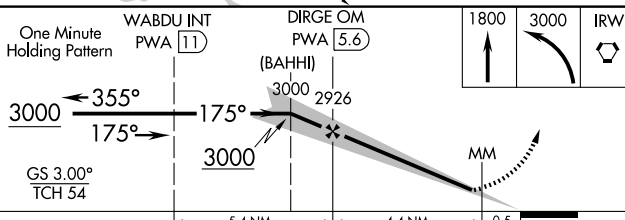
HIRL Rwy 17L-35R

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

OKLAHOMA CITY, OKLAHOMA

Amdt 11 29JUL10



CATEGORY	A	B	C	D
S-ILS 17L	1491-½		200 (200-½)	
S-LOC 17L	1660-½		369 (400-½)	
CIRCLING	1780-1 480 (500-1)		1780-1½ 480 (500-1½)	
			1880-2 580 (600-2)	

OKLAHOMA CITY/ WILEY POST (PWA)

35° 32' N-97° 39' W

ILS or LOC RWY 17L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

APP CRS **175°**
Rwy Idg **6844**
TDZE **1291**
Apt Elev **1300**

RNAV (GPS) RWY 17L
OKLAHOMA CITY/WILEY POST (PWA)

V DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet.
A For inoperative MALSR, increase LNAV Cat D to 1¼ mile.
ASR VDP NA with Will Rogers World altimeter setting.

MALSR



MISSED APPROACH: Climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS
128.725

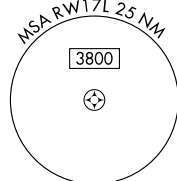
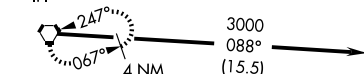
OKE CITY APP CON
124.6 266.8

WILEY POST TOWER ★
126.9 (CTAF) 0 306.9

GND CON
121.7

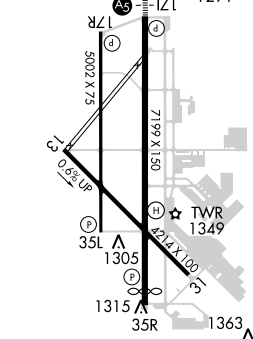
UNICOM
122.95

Procedure NA for arrivals
at IFI VORTAC
on V140 southwest bound.
(IAF)
KINGFISHER
IFI



ELEV 1300

D

175° to
RW17LTDZE
1291

MIRL Rwy 13-31 and 17R-35L
HIRL Rwy 17L-35R

Procedure
Turn NA



AHOWU

BAHHI

3000

3000

175°

3.05°

TCH 54

1.1 NM to
RW17L

9.8 NM

4 NM

1.1

CATEGORY

A

B

C

D

LNAV MDA

1700-½

409 (500-½)

1700-¾

409 (500-¾)

1700-1

409 (500-1)

CIRCLING

1780-1

480 (500-1)

1780-1½

480 (500-1½)

1880-2

580 (600-2)

WAAS CH 42716 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	6844 1299 1300
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)

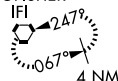
⚠ Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

⚠ When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

MISSED APPROACH:
Climb to 3100 direct BAHHI and on track 296° to IFI VORTAC and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 0 306.9	GND CON 121.7	UNICOM 122.95
------------------------	--	---	-------------------------	-------------------------

MISSED APCH FIX
KINGFISHER



BAHHI

△ 2749

2749
△ 2749±
2749

1492

1384

1388

WILEY POST
PWA

RW35R

1407

1478

△ 1577

2900 to MEHUF
175° (11.7)

FAF

NORRM

2900

(6.4)

355°

231° (2.2)

2900

WILL ROGERS
IRW

2900

(IF/IAF)
MEHUF

Procedure NA for arrivals
on IRW VORTAC
airway radials 188 CW 277.

MSA RW35R 25 NM

3800

(IAF)
HUSOK

2900 NoPT

085°

(5)

2900

020°

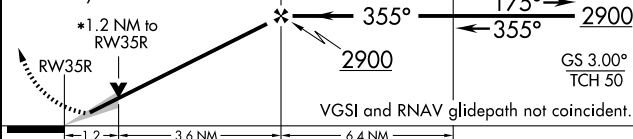
(26.1)

NEADS

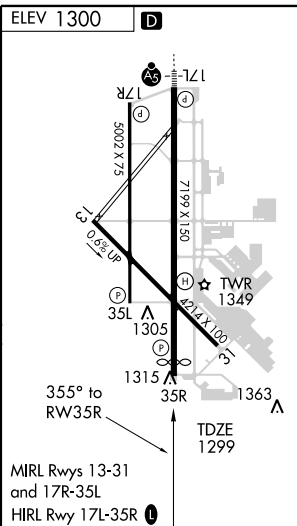
4 NM

3100 BAHHI tr 296° IFI NORRM MEHUF 4 NM Holding Pattern

* LNAV only



CATEGORY	A	B	C	D
LPV DA		1499-1/2	200 (200-1/2)	
LNAV/VNAV DA		1769-1 1/4	470 (500-1 1/4)	
LNAV MDA	1740-1/2 441 (500-1/2)	1740-3/4 441 (500-3/4)	1740-1 441 (500-1)	
CIRCLING	1780-1 480 (500-1)	1780-1 1/2 480 (500-1 1/2)	1880-2 580 (600-2)	



OKLAHOMA CITY, OKLAHOMA

Orig 29JUL10

OKLAHOMA CITY/ WILEY POST (PWA)

35° 32' N-97° 39' W

RNAV (GPS) RWY 35R

SC-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME PWA
113.4
Chan **81**

APP CRS
040°

Rwy Idg	
TDZE	
Apt Elev	

N/A
N/A
1299

VOR-A
OKLAHOMA CITY/ WILEY POST (PWA)

T
ASR

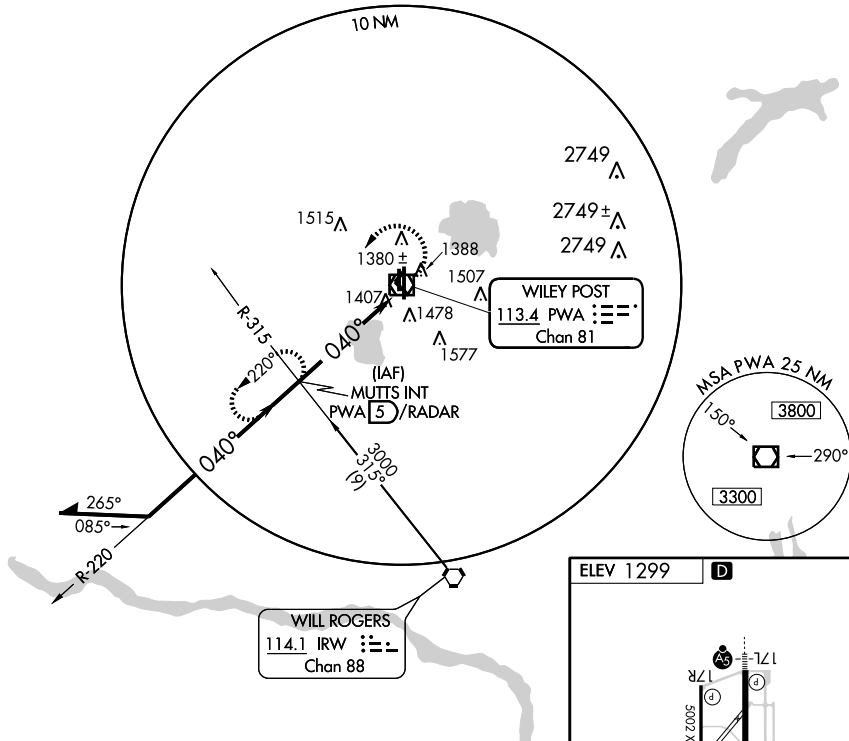
MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS
128.725

OKE CITY APP CON
124.6 266.8

WILEY POST TOWER ★
126.9 (CTAF) **L** 306.9

GND CON
121.7

UNICOM
122.95

Remain within 10 NM

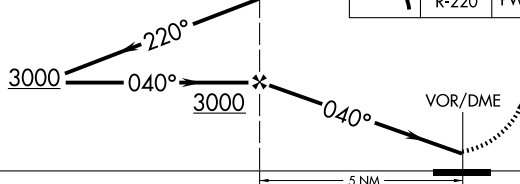
MUTTS INT
PWA 5/RADAR

3000

PWA

P. 230

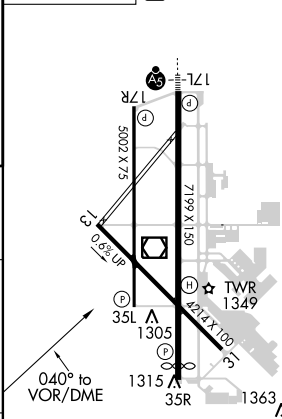
MUTT
INT
PWA



CATEGORY	A	B	C	D
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

ELEV 1299

D



MIRL Rwy 13-31 and 17R-35L
HIRL Rwy 17L-35R **L**

OKLAHOMA CITY, OKLAHOMA
Amdt 2A 09015

OKLAHOMA CITY/ WILEY POST (PWA)
VOR A

35° 32' N-97° 39' W

VOR-A

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME PWA <u>113.4</u> Chan 81	APP CRS 176°	Rwy Idg 6844 TDZE 1290 Apt Elev 1299
--	------------------------	---

VOR RWY 17L
OKLAHOMA CITY/ WILEY POST (PWA)

T *Radar fix in lieu of MCLAN INT will be provided on pilot request. Cat D S-17L visibility increased ¼ mile for inoperative MALSR.



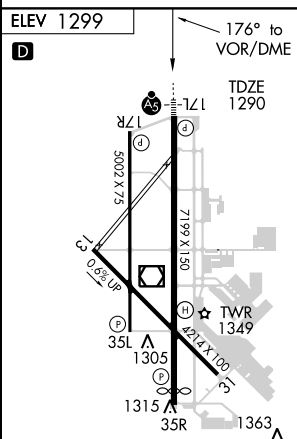
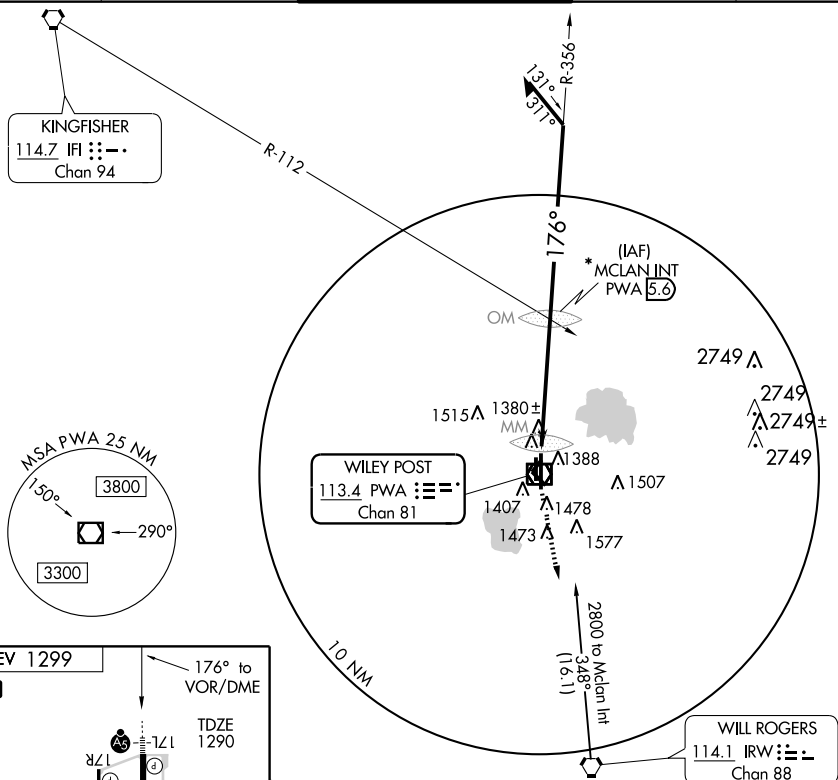
MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

ATIS
128,725

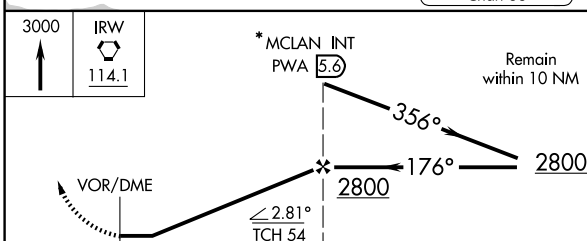
OKC CITY APP CON
124.6 266.8

WILEY POST TOWER ★
126.9 (CTAF) **L** 306.9

GND CON
121.7

UNICOM
122.95

MIRL Rwy 13-31 and 17R-35L
HIRL Rwy 17L-35R **L**



CATEGORY	A	B	C	D
S17L	1640-1/2	350 (400-1/2)		1640-1 350 (400-1)
CIRCLING	1780-1	481 (500-1)	1780-1 1/2 481 (500-1 1/2)	1880-2 581 (600-2)

OKLAHOMA CITY, OKLAHOMA
Amdt 11A 09015

OKLAHOMA CITY/ WILEY POST (PWA)

35° 32' N-97° 39' W

VOR RWY 17L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME PWA
113.4
Chan **81**

APP CRS
348°

Rwy Idg
TDZE
Apt Elev

6844
1299
1299

VOR RWY 35R
OKLAHOMA CITY/ WILEY POST (PWA.)

ASR

MISSED APPROACH: Climbing left turn to 3300
direct IFI VORTAC.

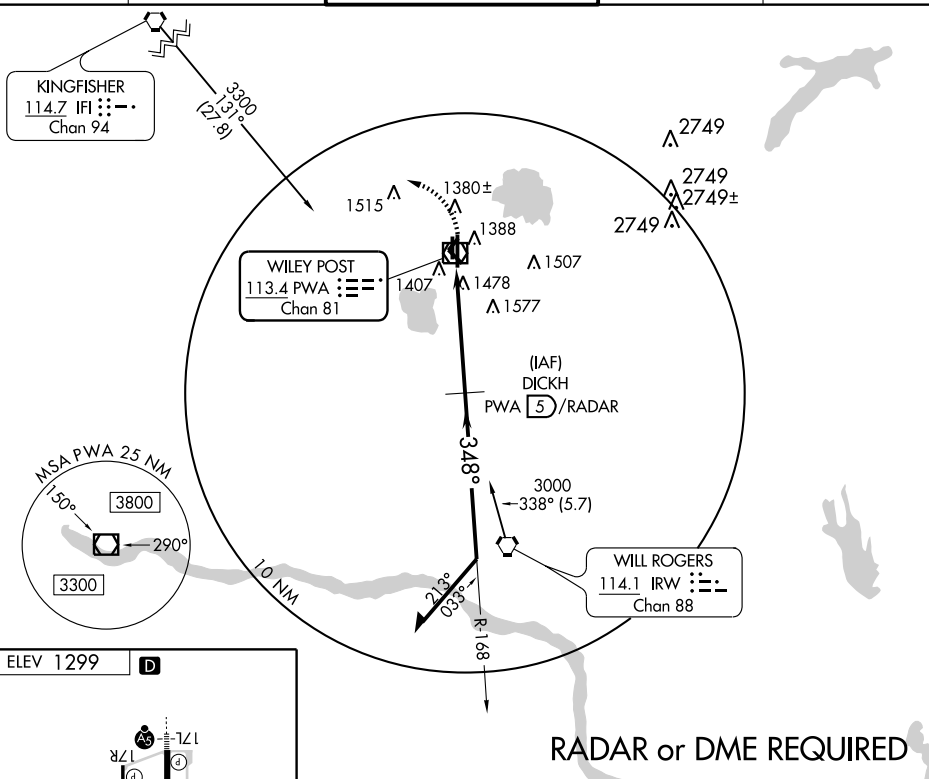
ATIS
128.725

OKE CITY APP CON
124.6 266.8

WILEY POST TOWER ★
126.9 (CTAF) 0 306.9

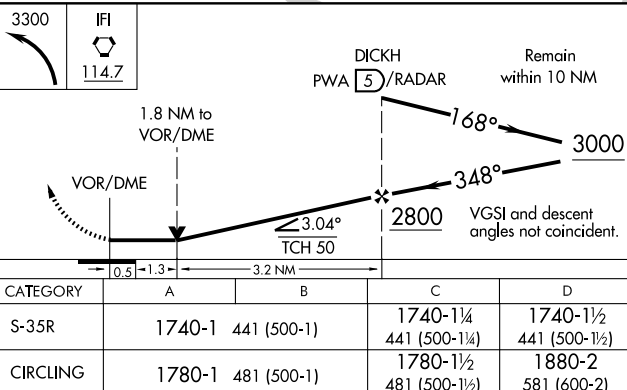
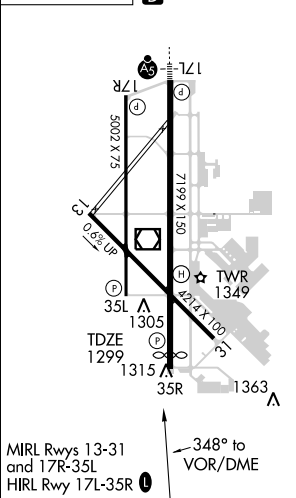
GND CON
121.7

UNICOM
122.95



ELEV 1299

D



AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)
AL-298 (FAA) OKLAHOMA CITY, OKLAHOMAAWOS-3
125.05
CTAF/UNICOM
123.0

175.4°

175.4°

ELEV 1351

B

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

HANGARS

FIRE STATION

35°29.5'N

175.4°

ELEV 1343

A-4

A

A-4

HANGARS

HANGAR

D

1419±

FBO

EXECUTIVE / CORPORATE HANGARS

MAINTENANCE

INDUSTRIAL

D

A

3502 X 75

A-3

ELEV 1339

35R

355.4°

B

35L

ELEV 1342

355.4°

6014 X 100

D

FIELD ELEV 1354

A-4

A

A-3

A

A-4

A

A-3

A

A-4

A

A-3

A

A-4

A

A-3

A

A-4

A

A-3

A

A-4

A

A-3

A

A-4

A

A-3

A

A-4

A

A-3

A

A-4

A

35°29'N

RWY 17L-35R
S-17
RWY 17R-35L
S-40, D-60

97°49.5'W

97°49'W

AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

OKEMAH FLYING FLD (F81) 1 E UTC-6(-5DT) N35°25.85' W96°17.03'

DALLAS—FT. WORTH

867 TPA—1800(933) NOTAM FILE MLC

Rwy 17-35: 2585X100 (TURF)

Rwy 17: Tree. Rwy 35: Tree.

Rwy 02-20: 2375X80 (TURF)

Rwy 02: Trees. Rwy 20: Tree.

AIRPORT REMARKS: Unattended. Rwy 02-20 CLOSED indef. Numerous golf trails cross the rwy. Rwy 02-20 lined with +30' trees. Trees, broken light fixtures, old tires, golf driving range, golf tees, all within primary surface and safety areas of both rwys. Water hole and drain on east side of Rwy 17-35 at twy intersection.

COMMUNICATIONS: CTAF 122.9

OKLAHOMA CITY

CLARENCE E PAGE MUNI (RCE) 15 W UTC-6(-5DT) N35°29.28' W97°49.41'

DALLAS—FT. WORTH

1354 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE MLC

H-6H, L-15D

Rwy 17R-35L: H6014X100 (CONC) S-40, D-60 HIRL

IAP, AD

Rwy 17R: PAPI(P4L)—GA 3.0° TCH 42'. Fence. Rgt tfc.

Rwy 35L: PAPI(P4L)—GA 3.0° TCH 42'.

Rwy 17L-35R: H3502X75 (CONC) S-17 MIRL

Rwy 17L: Trees. Rwy 35R: Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1330-2330Z†. Ultralights on and invof arpt. Deer on and invof rwy. Aerobatic acft blo 6400' 1NM radius of arpt. ACTIVATE HIRL Rwy 17R-35L and MIRL Rwy 17L-35R—CTAF.

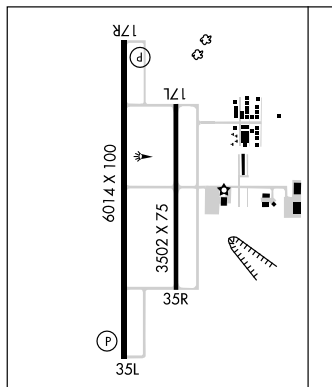
WEATHER DATA SOURCES: AWOS-3 125.05 (405) 354-2617.

COMMUNICATIONS: CTAF/UNICOM 123.0 Unicom unmonitored.

Ⓡ OKE CITY APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 300° 13.1 NM to fld. 1230/7E. HIWAS.



SUNDANCE AIRPARK (HSD) 11 NW UTC-6(-5DT) N35°36.11' W97°42.37'

DALLAS—FT. WORTH

1193 B FUEL 100LL, JET A NOTAM FILE MLC

H-6H, L-15D

Rwy 17-35: H5001X100 (CONC) MIRL 0.8% up S

IAP

Rwy 17: VASI(V2L)—GA 2.25° TCH 24'. Rgt tfc.

Rwy 35: VASI(V2L)—GA 2.50° TCH 21'.

AIRPORT REMARKS: Attended 1400-0000Z†. 100LL avbl 24 hr self-serve with credit card. ACTIVATE MIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

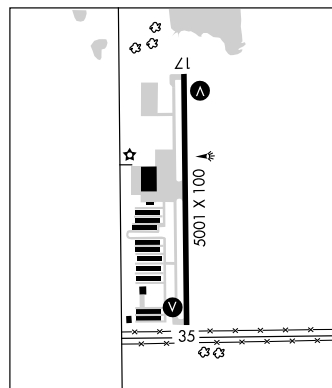
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ OKE CITY APP/DEP CON 124.6 CLNC DEL 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

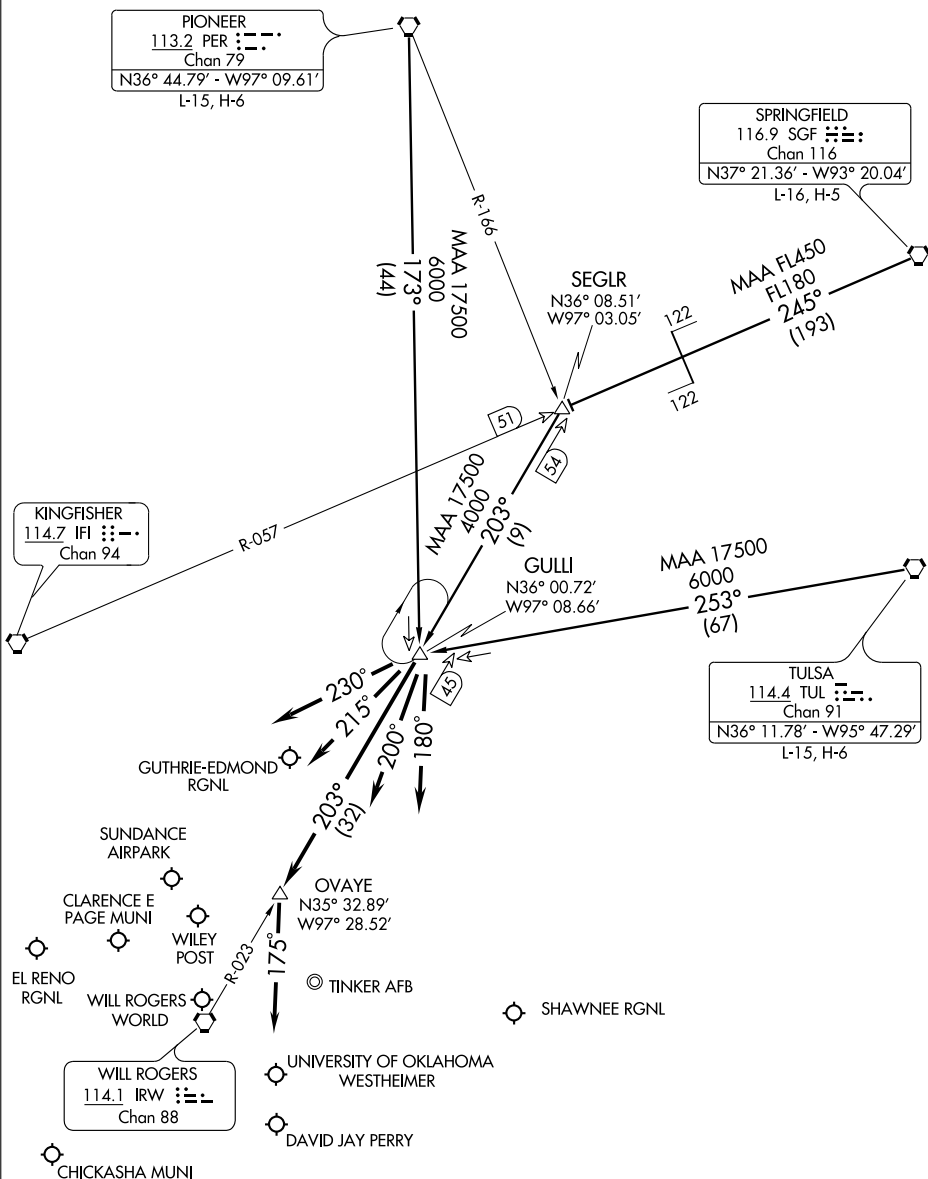
WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 335° 15.3 NM to fld. 1230/7E. HIWAS.

ILS 109.9 I-HSD Rwy 17. LOC only.



GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

WAAS CH 42701 W17A	APP CRS 173°	Rwy Idg 6014 TDZE 1351 Apt Elev 1354
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RNAV (GPS) RWY 17R

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

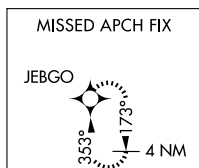
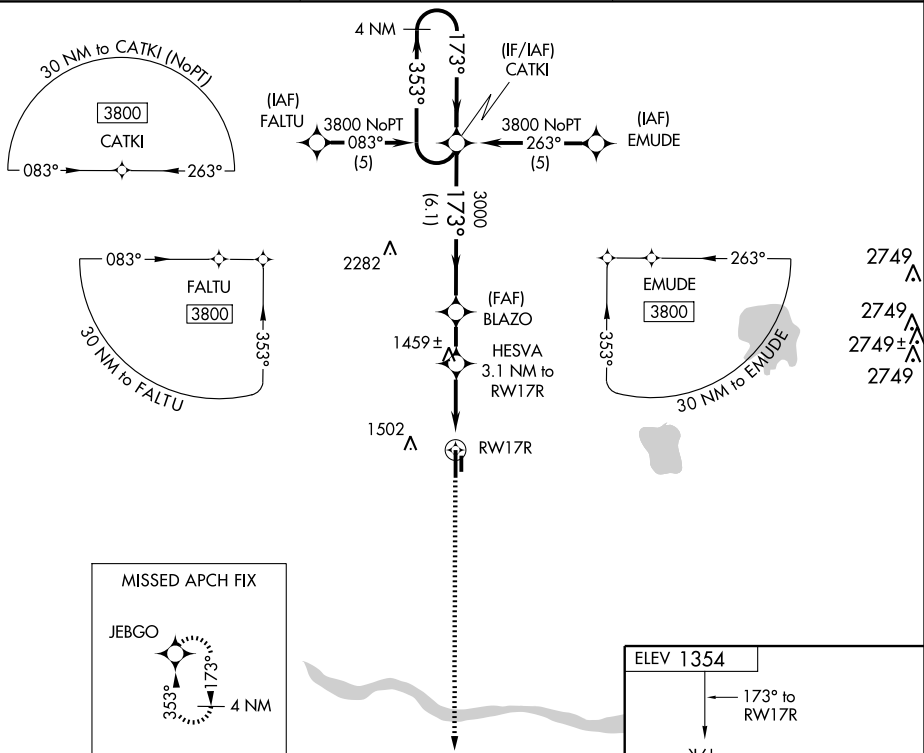
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

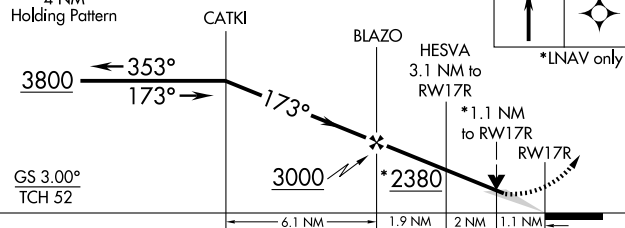
AWOS-3
125.05

OKE CITY APP CON
124.6 266.8

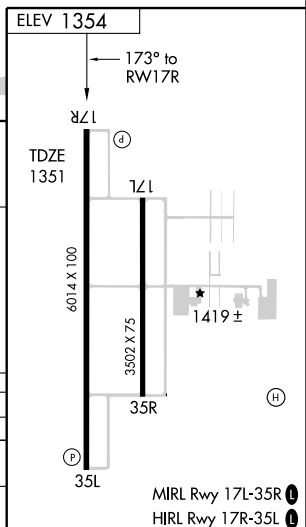
UNICOM
123.0 (CTAF) 0



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1601-3/4	250 (300-3/4)	NA	NA
RNAV MDA	1760-1	409 (500-1)	1760-1 1/4	409 (500-1 1/4)
CIRCLING	1800-1	1820-1	1820-1 1/2	NA
	446 (500-1)	466 (500-1)	466 (500-1 1/2)	



WAAS CH 86901 W35A	APP CRS 353°	Rwy Idg 6014 TDZE 1350 Apt Elev 1354
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RNAV (GPS) RWY 35L

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

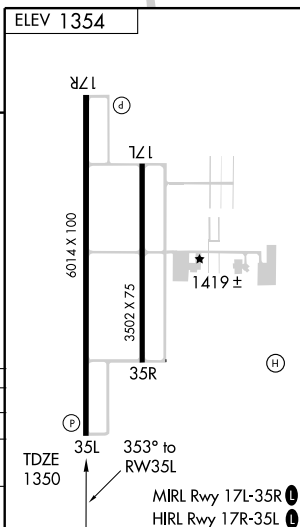
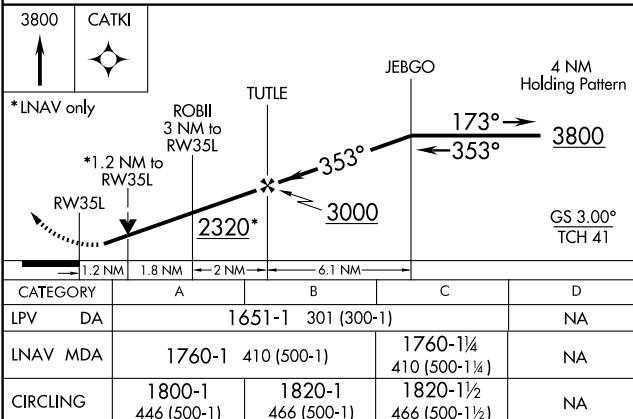
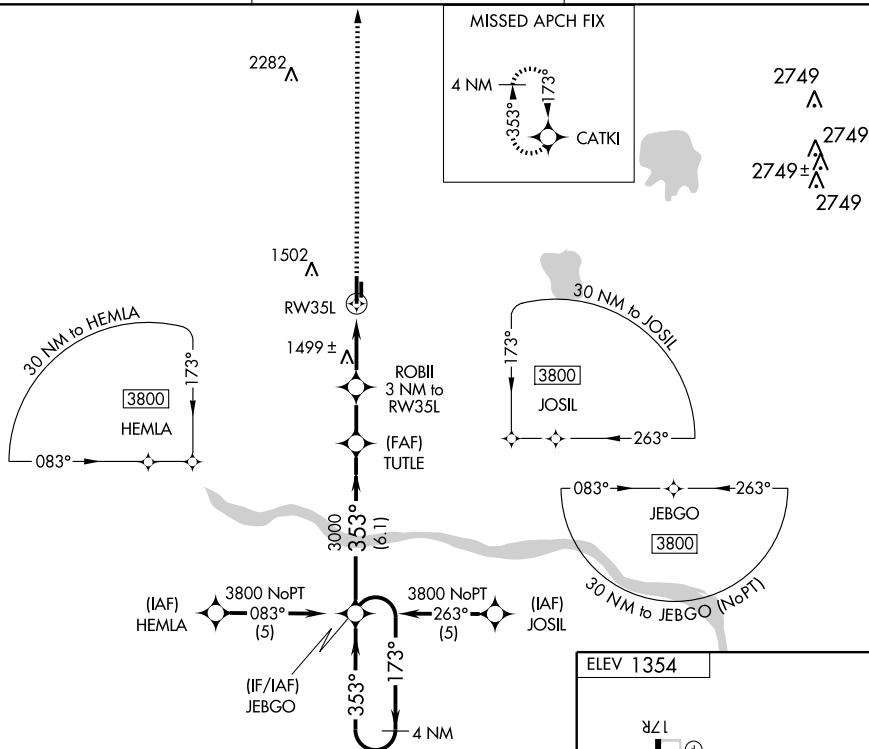
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility 1/4 mile.
▲ VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct CATKI and hold.

AWOS-3
125.05

OKE CITY APP CON
124.6 266.8

UNICOM
123.0 (CTAF) 0



OKLAHOMA CITY, OKLAHOMA

Amdt 2A 08APR10

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

35°29'N - 97°49'W

RNAV (GPS) RWY 35L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

VORTAC IRW
114.1
Chan 88

APP CRS
300°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
49	100	100
50	100	100
51	100	100
52	100	100
53	100	100
54	100	100
55	100	100
56	100	100
57	100	100
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62	100	100
63	100	100
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99	100	100
100	100	100

N/A
N/A
1354

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

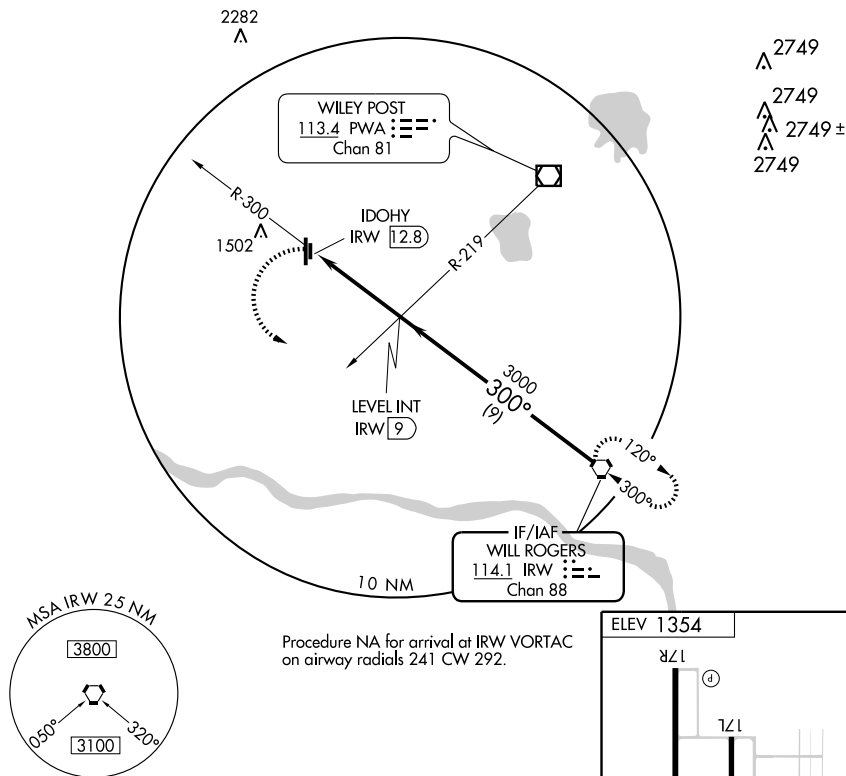
VOR-B

T When local altimeter setting not received, use Wiley Post
A altimeter setting and increase all MDA 40 feet.

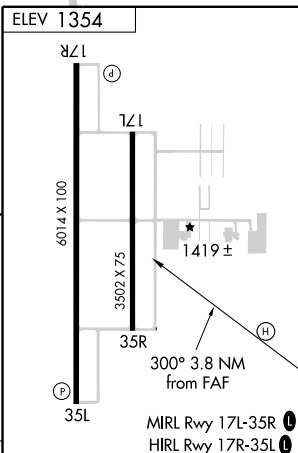
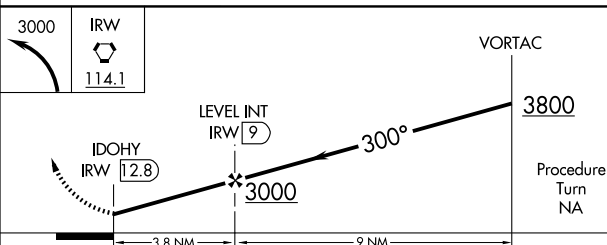
MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

AWOS-3
125.05

OKE CITY APP CON
124.6 266.8

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrival at IRW VORTAC
on airway radials 241 CW 292.



CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	1860-1 506 (600-1)	506 (600-1)	1860-1½ 506 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:48	2:32	1:54	1:31	1:16

OKLAHOMA CITY, OKLAHOMA

Amdt 3 17DEC09

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

35°29'N - 97°49'N

VOR-B

SC-1, 23 SEP 2010 to 21 OCT 2010

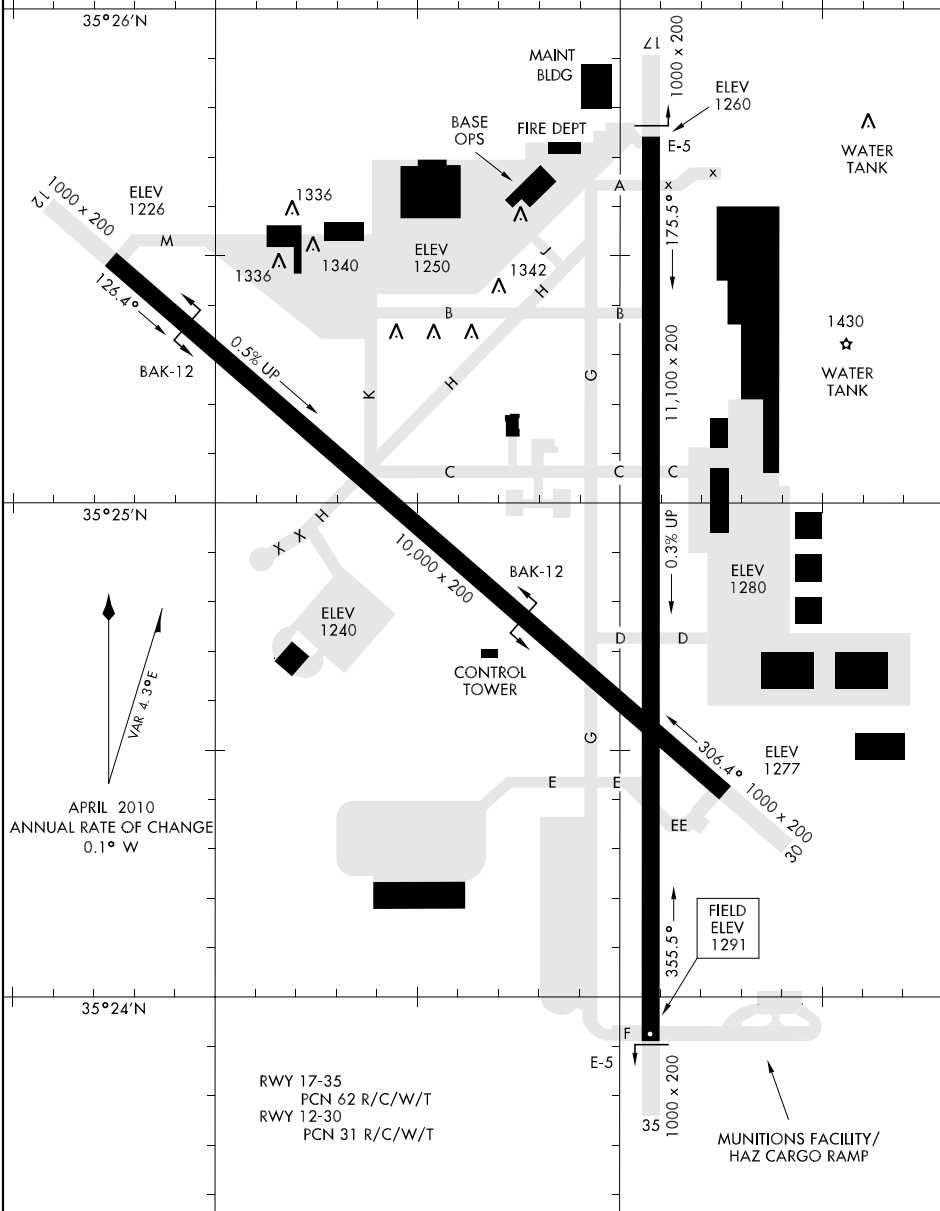
SC-1. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AFD-299 [USAF]

OKLAHOMA CITY, OKLAHOMA

ATIS 270.1 ★
 TINKER TOWER
 124.45 251.05
 GND CON
 121.8 275.8
 CLNC DEL
 119.7 335.8



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA

TINKER AFB (KTIK)

TINKER AFB (TIK)(KTIK) AF 8 SE UTC-6(-5DT) N35°24.88' W97°23.20'

DALLAS-FT. WORTH

1291 B TPA—See Remarks NOTAM FILE MLC Not insp.

H-6H, L-15D

Rwy 17-35: H11101X200 (PEM) PCN 62 R/C/W/T HIRL

DIAP, AD

Rwy 17: SALS. PAPI(P4L). 0.3% up. **Rwy 35:** ALSF1. PAPI(P4L). Rgt tfc.

Rwy 12-30: H10000X200 (PEM) PCN 31 R/C/W/T HIRL

Rwy 12: SALS. PAPI(P4L). Rgt tfc. 0.5% up. **Rwy 30:** SALS. PAPI(P4L).

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 12: TORA-10000 TODA-10000

Rwy 17: TORA-11101 TODA-11101

Rwy 30: TORA-10000 TODA-10000

ARRESTING GEAR/SYSTEMS

Rwy 17 ← HOOK E5 (92' OVRN)

HOOK E5 (70' OVRN) → **Rwy 35**

Rwy 12 ← HOOK BAK-12B(B) (1000')

HOOK BAK-12B(B) (3208') → **Rwy 30**

MILITARY SERVICE: LGT ALS Rwy 17 NSTD for Category 1 ILS. ALS Rwy 12-30 NSTD. Rwy 12 windsock unlgtd. **A GEAR**

Unless safe landing distance dictates otherwise plan landing to touchdown past Rwy 12 apch end BAK-12 located 1000' from thld. **JASU** 1(MC-1A) 1(MC-2A) 10(A/M32A-86) 6(AM32A-95) 8(AM32A-60) **FUEL** J8

FLUID PRESAIR LHOX LOX LHNIT **OIL** 7808, 23699 hyd fluid-5606, 83282 SOAP—Results avbl weekdays 1345-1730Z†, 1830-0600Z† except holidays, results not avbl other times. **TRAN ALERT** Opr 1400-0530Z†.

Limited Fleet Svc (lavatory and water only).

MILITARY REMARKS: See FLIP AP/1 Supplementary Arprt Remark. **RSTD** All B1 acft ctc PTD 30 minutes prior to arr/dep.

PPR tran acft. No tran acft arrive/dep 0530-1400Z†. Tran acft may expect only one apch during periods of intense local training. No 180° turns on apch end Rwy 12 except B52/B1/E3/KC135/E6 acft in concrete portion of 1st 500'. Notify base ops of 1 hour or more ETA change and PPR cancellations. **CAUTION** Exercise caution while taxiing portion of ramp not visible from twr. Hold short of ramp for individual acft follow-me assistance. Use caution Rwy 12-30, N-S VFR corridor surface -3000' 1 NM off dep end Rwy 30. Unlgtd security fences surround airfield. Unlighted bldgs NW, W, SW and E of Rwy 17-35. **TFC PAT** TPA—Rectangular and clsd tfc pat 3000(1709) (includes fighter/trainer acft), overhead tfc pat on req 3500(2209). Use 124.45 while in tfc pat, monitor 251.05 to maximum extent possible. **NS ABTMT** Practice circling apch to Rwy 17 prohibited. Night quiet hr in effect 0430-1200Z†, practice apch are restricted. **CSTMS/AG/IMG:** See foreign clearance guide KTIK entry. **MISC** VIP acft ctc Base OPS 30 minutes prior to ETA with firm chock time. Base OPS DSN 884-2191, C405-734-2191. Rwy 17-35 apch ends 1000' conc, remaining rwy keel 75' conc, non-keel asph; mid 8100' rwy grooved. Rwy 12 apch end 1000' conc, Rwy 30 apch end 1000' conc, remaining rwy keel 50' conc, non-keel asphalt. Hangar space for tran acft during inclement wx extremely ltd. Tran svc for B52, B1, C5, C17, C130, C135, and DC10 extremely ltd, acft should have crew chief on board. Acft with cargo req Air Freight assistance ATOC A/G or DSN 339-5553, weekdays 1300-2200Z†. Standard USAF RSRS applied. Twy M clsd. Twy C NSTD shoulders btn trim pad and Rwy 12-30. Twy A CLOSED E side of Rwy 17-35.

COMMUNICATIONS: SFA 354.125 (Sooner Con/Okie Ops 228.45 311.0) **ATIS** 270.1 (1100-0400Z†) DSN 884-5152, C405-734-5152. **PTD** 134.1 372.2

⑦ **OKC CITY APP/DEP CON** 120.45 288.325 (081°-170°) 124.2 336.4 (001°-080°) 124.6 266.8 (261°-360°) 126.65 263.075 (171°-260°)

TOWER 124.45 251.05 **GND CON** 121.8 275.8 **CLNC DEL** 119.7 335.8

TIK COMD POST (Raymond 24) 139.95 141.65 225.875 305.6

PMSV METRO 261.025 (Forecast svc avbl during afld opr hr.) Acft ctc 26 OWS, DSN 781-4775, C318-456-4775 for phone patches, all tran wx briefings and updates. Svc for tran acft ltd on weekends and during inclement wx. Trans RON call 26 OWS minimum 2 hrs prior to requested brief time. **TINKER AOTC** 119.15

AFMC FLT TEST 382.6 (OC-ALCD PDM input acft ctc Sabre Control 30 min prior arrival.)

AIRSPACE: CLASS C svc continuous ctc **APP CON**.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 066° 11.4 NM to fld. 1237/7E. **HIWAS**.

WILEY POST (T) VORW/DME 113.4 PWA Chan 81 N35°31.98' W97°38.83' 111° 14.6 NM to fld. 1271/8E. (T) **TACAN** Chan 105 TIK (115.8) N35°26.19' W97°22.78' 188° 1.4 NM to fld. 1251/7E. TACAN unusable 050°-055° and 150°-170° byd 15 NM blo 3000'.

ILS 111.7 I-EVG Rwy 12. LOC only.

ILS 111.3 I-FRJ Rwy 17. LOC unusable from TIK .1 DME to rwy thld. LOC unusable byd 15° right of course centerline. ILS glide slope signal not protected from possible reflective interference caused by vehicle tfc.

ILS 109.5 I-TIK Rwy 35.

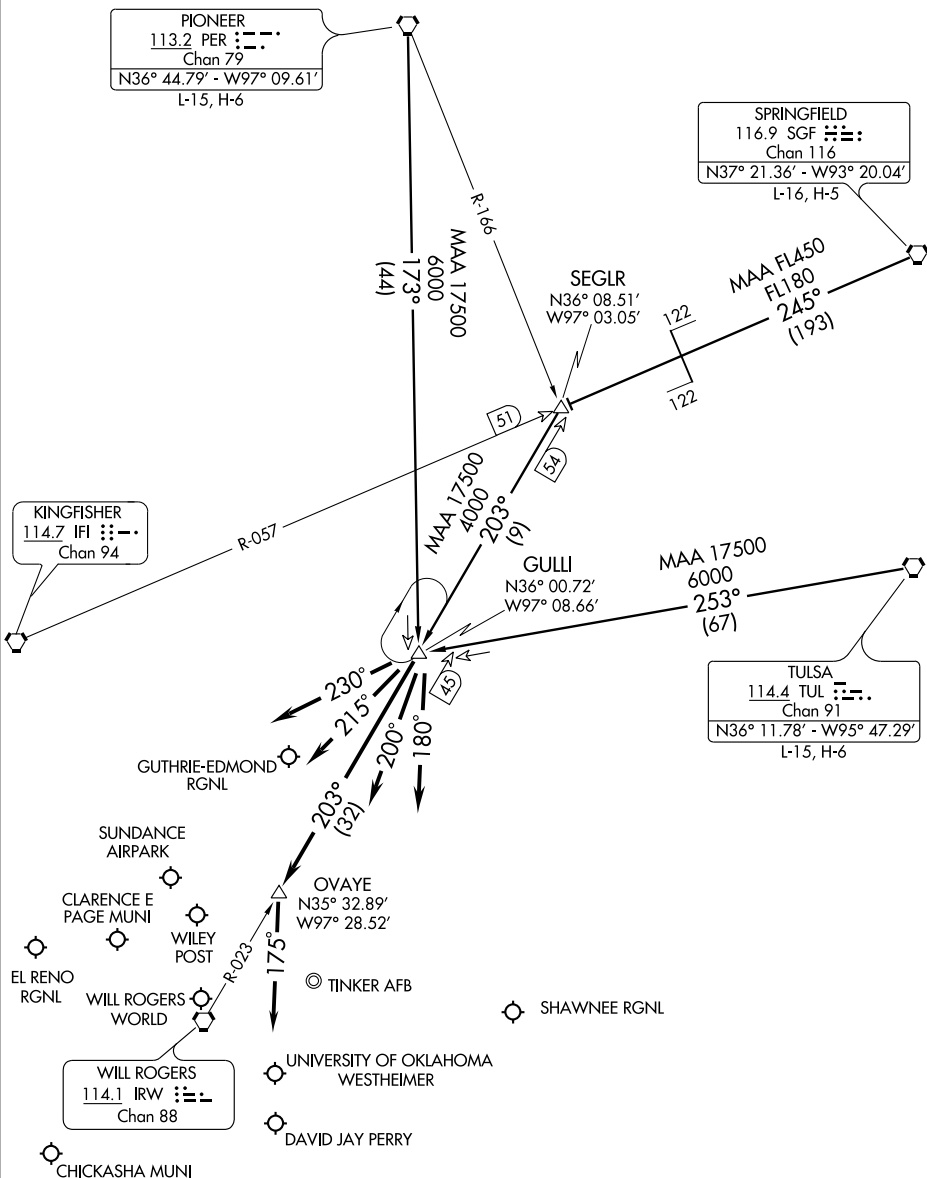
ILS 111.7 I-PLH Rwy 30. LOC only.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Acft with AN/ARN-58 localizer receiver may experience course deviations due to interference.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

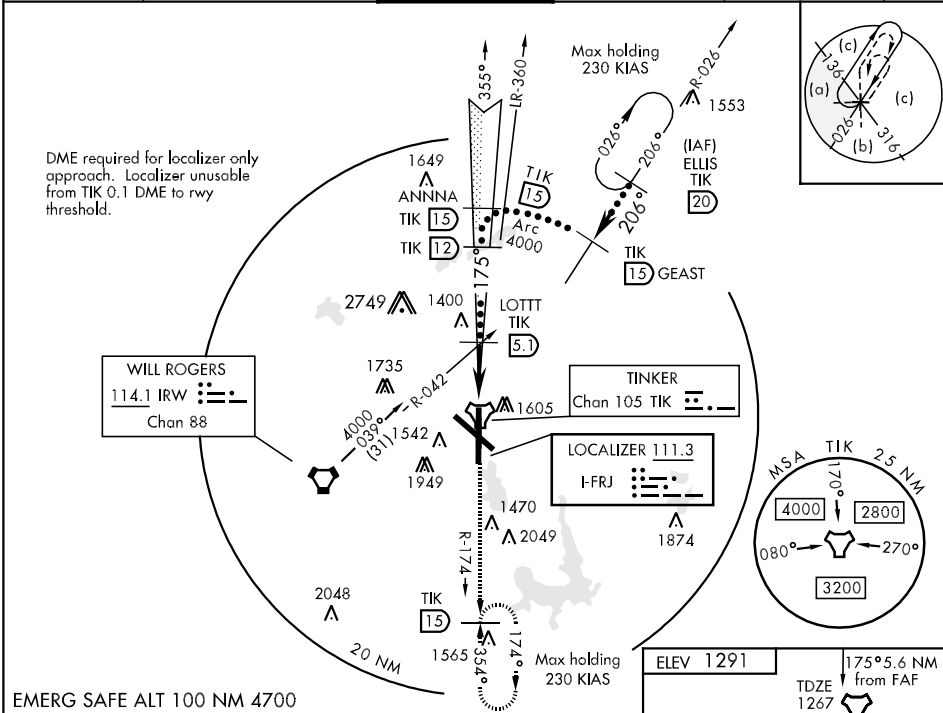
LOC I-FRJ 111.3	APCH CRS 175°	Rwy Idg 11,100 TDZE 1267 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
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✦ When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
****** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

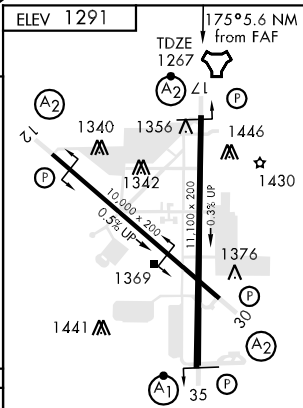
SALS
A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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4000 TIK R-174	LOTIT IRW R-042 TIK 5.1	ANNNA Intcp Lczt	GEAST TIK 15	ELLIS TIK R-026
Localizer NA beyond 15° right of course	TACAN TIK 0.3	GS 2.80° TCH 50	Arc 15	
CATEGORY	C	D	E	
S-ILS 17	1467/40	200 (200-¾)		
S-LOC 17 *	1720/50 453 (500-1)	1720/60 453 (500-1¼)		
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)	

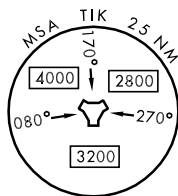
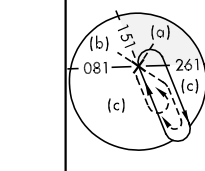
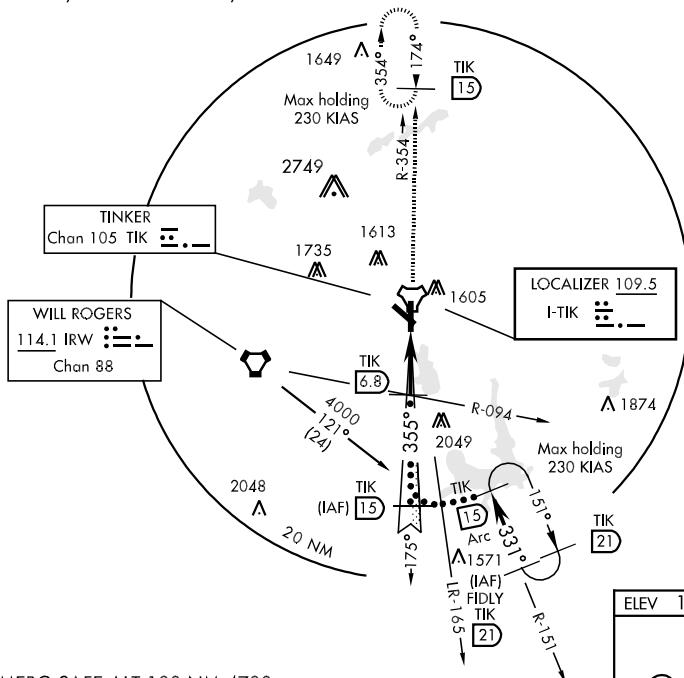


SC-1, 23 SEP 2010 to 21 OCT 2010

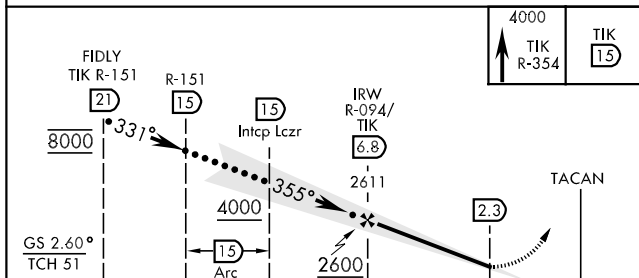
SC-1, 23 SEP 2010 to 21 OCT 2010

LOC I-TIK 109.5	APCH CRS 355°	Rwy Idg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
<p>▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.</p>			<p>ALSF-1</p> 	<p>MISSED APPROACH: Climb to 4000 on the TIK TACAN R-354 to 15 DME and hold.</p>
ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8
				ASR

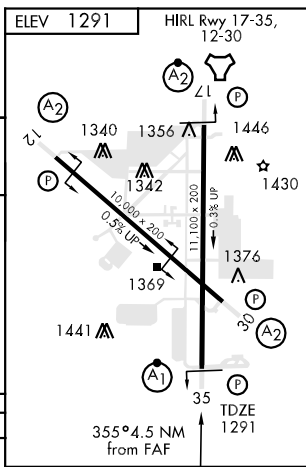
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.



EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-ILS 35 *	1491/24	200	(200-½)
S-LOC 35 **	1640/40	349	(400-¾)
CIRCLING ***	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Amdt 1 10266

HI-ILS RWY 35

TACAN TIK
Chan **105**

APCH CRS
172°

Rwy ldg **11,100**
TDZE **1267**
Arpt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)



* CAT E Circling not authorized in sector
S of Rwy 12-30 and W of Rwy 17-35.



MISSED APPROACH: Climb to 4000 on
TIK TACAN R-172 to 15 DME and hold.

ATIS ★
270.1

OKE CITY APP CON
124.2 336.4

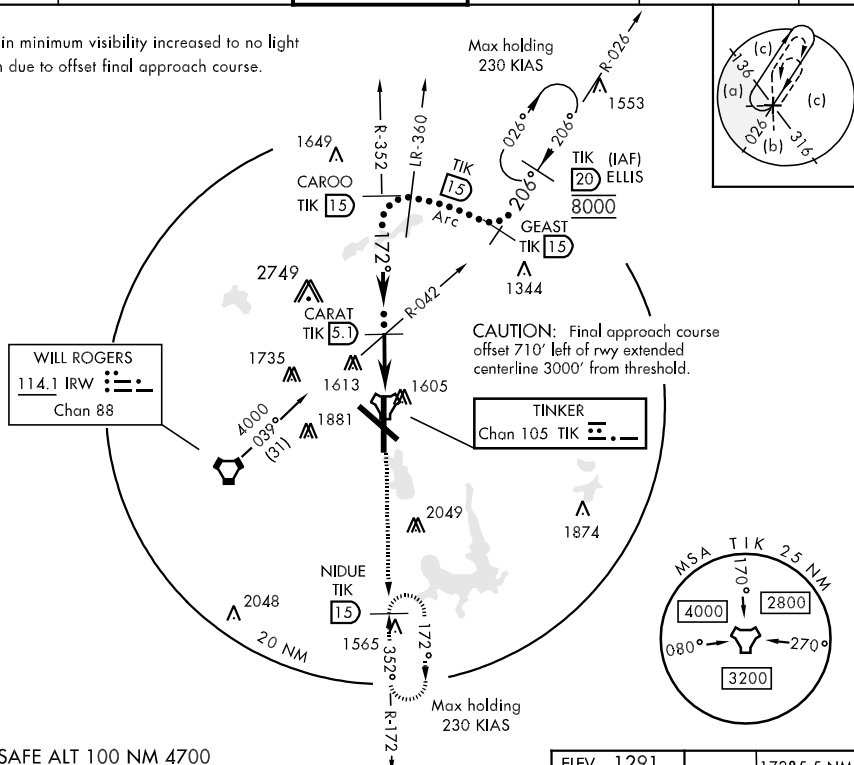
TINKER TOWER
124.45 251.05

GND CON
121.8 275.8

CLNC DEL
119.7 335.8

ASR

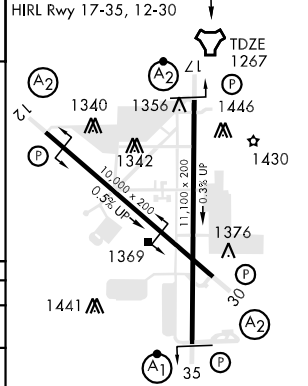
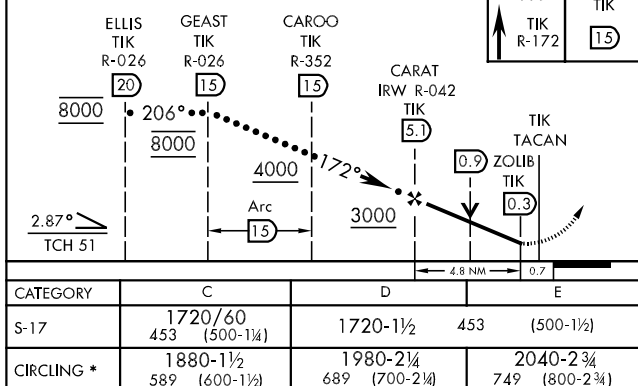
Straight-in minimum visibility increased to no light
minimum due to offset final approach course.

Max holding
230 KIAS

EMERG SAFE ALT 100 NM 4700

ELEV 1291

HIRL Rwy 17-35, 12-30

172° 5.5 NM
from FAF

OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

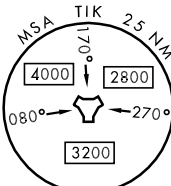
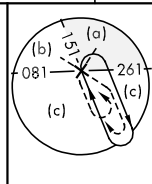
Orig 10070

HI-TACAN RWY 17

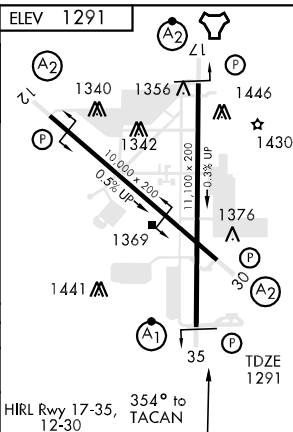
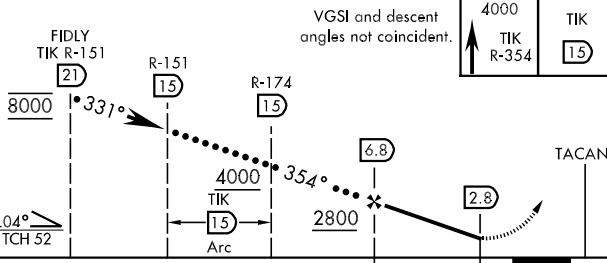
TINKER AFB (KTIK)

MISSED APPROACH: Climb to 4000 on
TIK TACAN R-354 to 15 DME and hold.

ASR



EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-35 *	1800/50	509 (600-1)	1800-1¼ 509 (600-1¼)
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

TINKER AFB (KTIK)

HI-TACAN RWY 35

LOC I-FRJ <u>111.3</u>	APCH CRS 175°	Rwy Idg 11,100 TDZE 1267 Arprt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
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T * When ALS inop, increase CAT AB RVR to 40 and vis to $\frac{3}{4}$ mile.

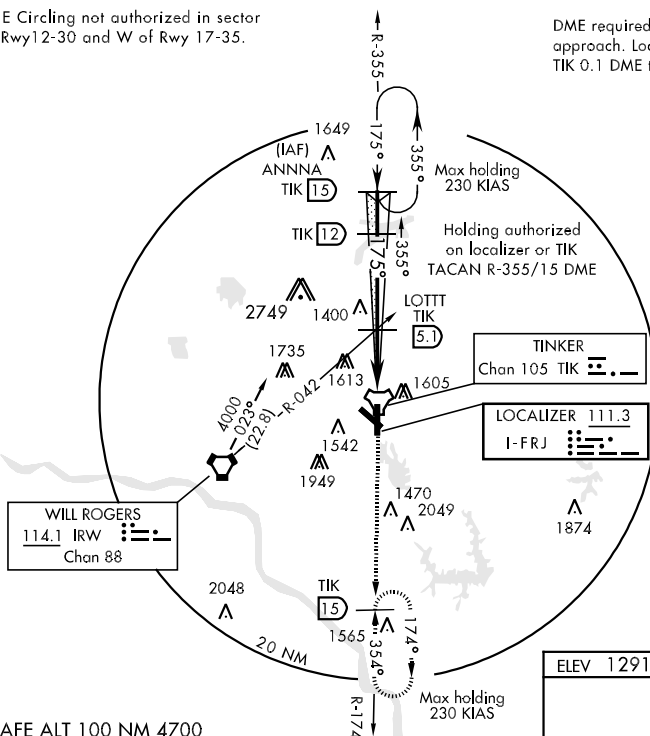
SALS

MISSED APPROACH: Climb to 4000 on
TIK TACAN R-174 to 15 DME and hold.

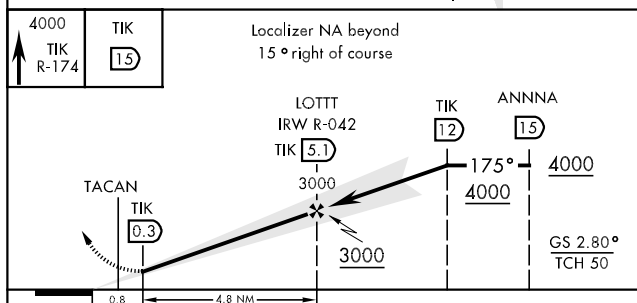
ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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*** CAT E Circling not authorized in sector
S of Rwy 12-30 and W of Rwy 17-35.

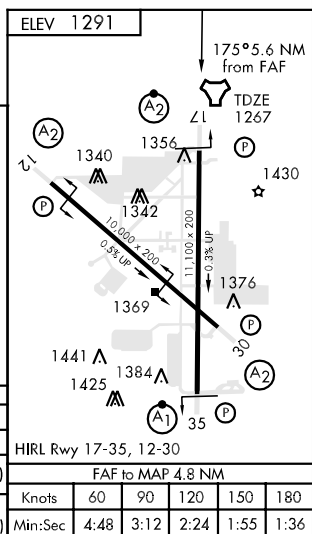
DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 17 *	1467/24	200 (200-½)	1467/40	200 (200-¾)	
S-LOC 17 **	1720/40	453 (500-¾)	1720/50 453 (500-1)	1720/60	453 (500-1½)
CIRCLING ***	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



LOC I-TIK <u>109.5</u>	APCH CRS 355°	Rwy Idg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
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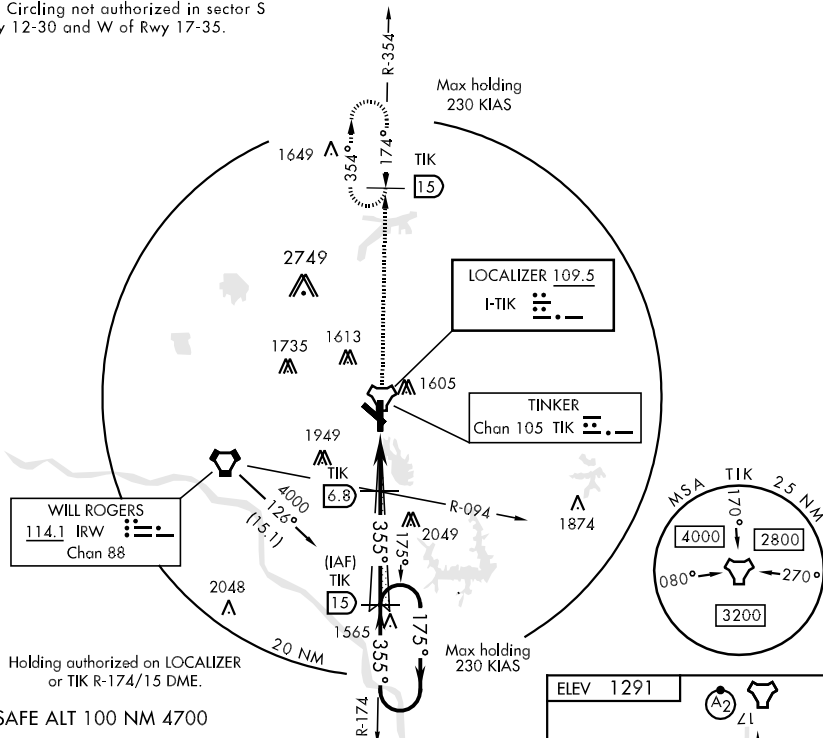
T * When ALS inop, increase CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile.

ALSF-1

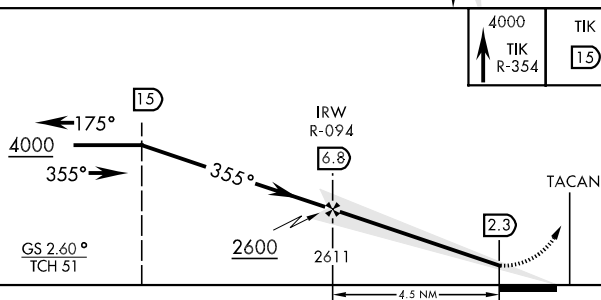
MISSED APPROACH: Climb to 4000 on
TIK TACAN R-354 to 15 DME and hold.

ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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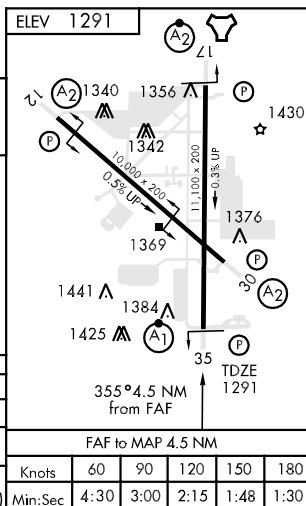
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 35 *	1491/24		200	(200-½)	
S-LOC 35 **	1640/24	349 (400-½)	1640/40 349 (400-¾)		
CIRCLING ***	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



LOC I-PLH 111.7	APCH CRS 306°	Rwy Idg 10,000 TDZE 1276 Arpt Elev 1291
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AL-299 [USAF]

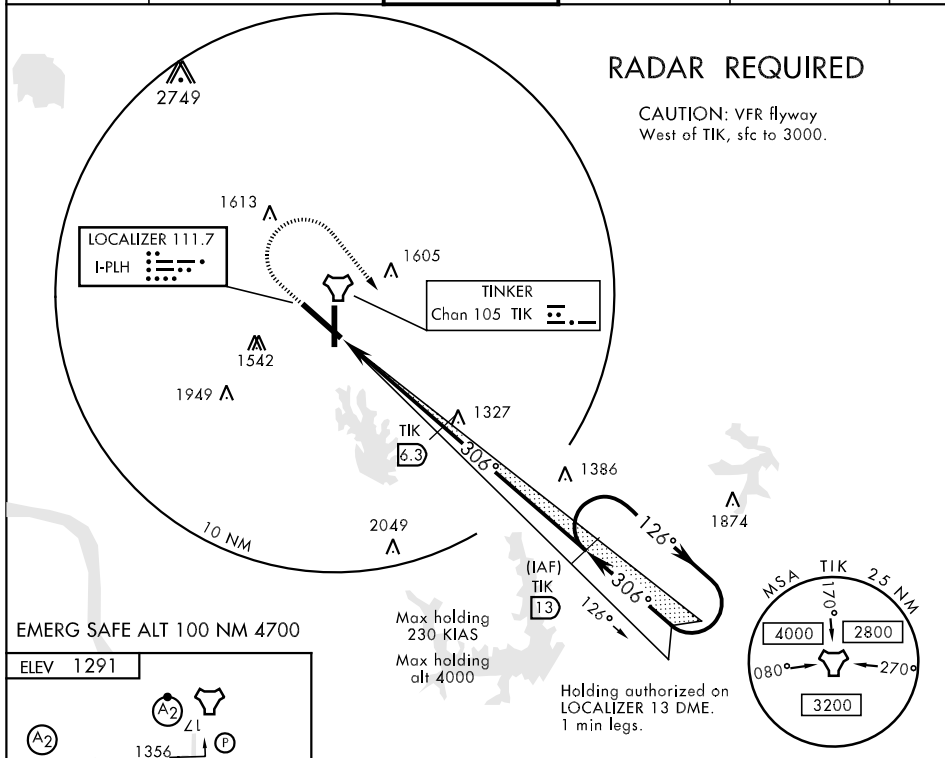
TINKER AFB (KTIK)

<p>▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.</p> <p>** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.</p>	<p>SALS</p> <p>(A2) </p>	<p>MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME and hold.</p>
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ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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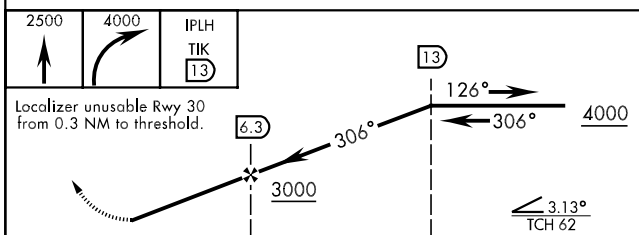
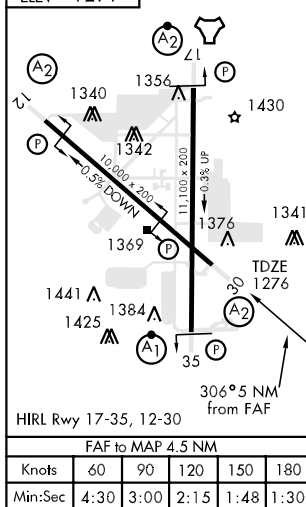
RADAR REQUIRED

CAUTION: VFR flyway
West of TIK, sfc to 3000.



EMERG SAFE ALT 100 NM 4700

ELEV 1291



CATEGORY	A	B	C	D	E
S-LOC 30 *	1700/40 424 (500-¾)	1700/50 424 (500-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	1700/60 424 (500-1¼)
CIRCLING **	1880-1 589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)	

LOC I-EVG 111.7	APCH CRS 126°	Rwy Idg 10,000 TDZE 1241 Arpt Elev 1291
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AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALS

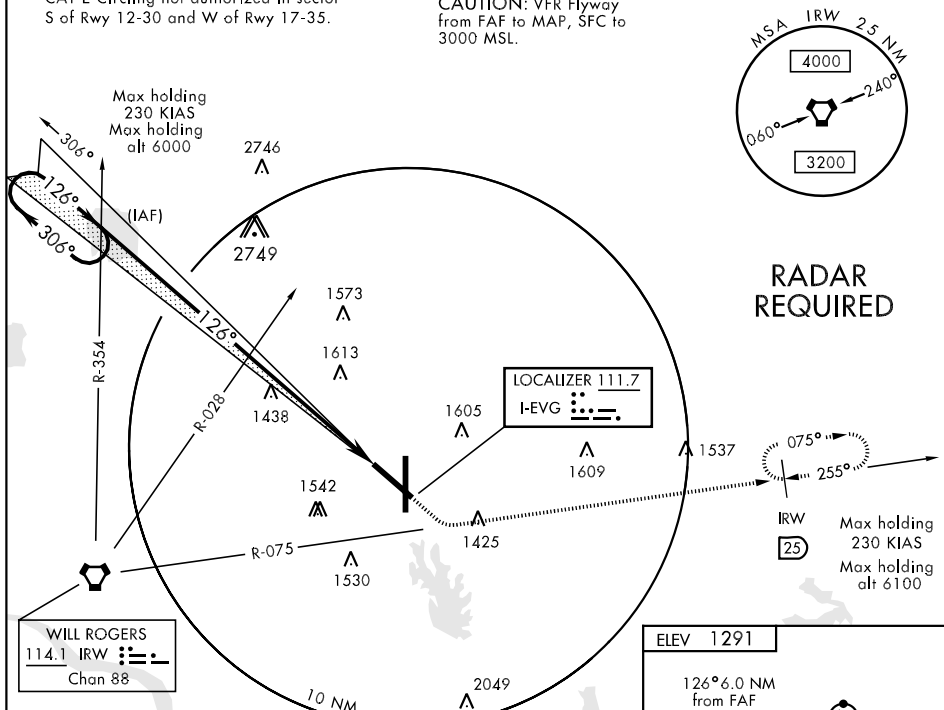


MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME and hold at 3000.

ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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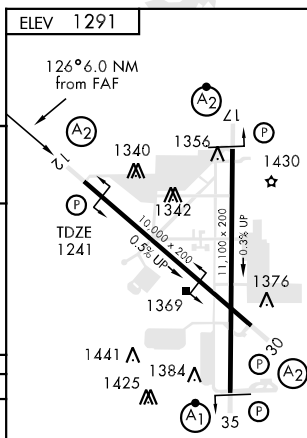
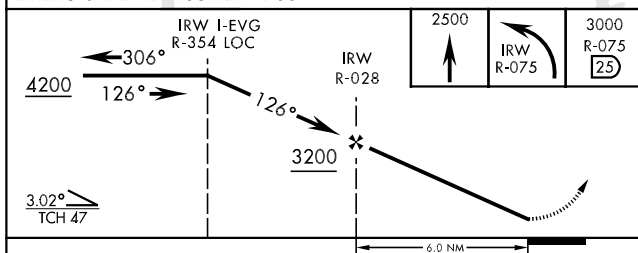
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.



**RADAR
REQUIRED**

EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-12 *	1740/40 499 (500-¾)		1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

HIRL Rwy 17-35, 12-30

FAF to MAP 6 NM

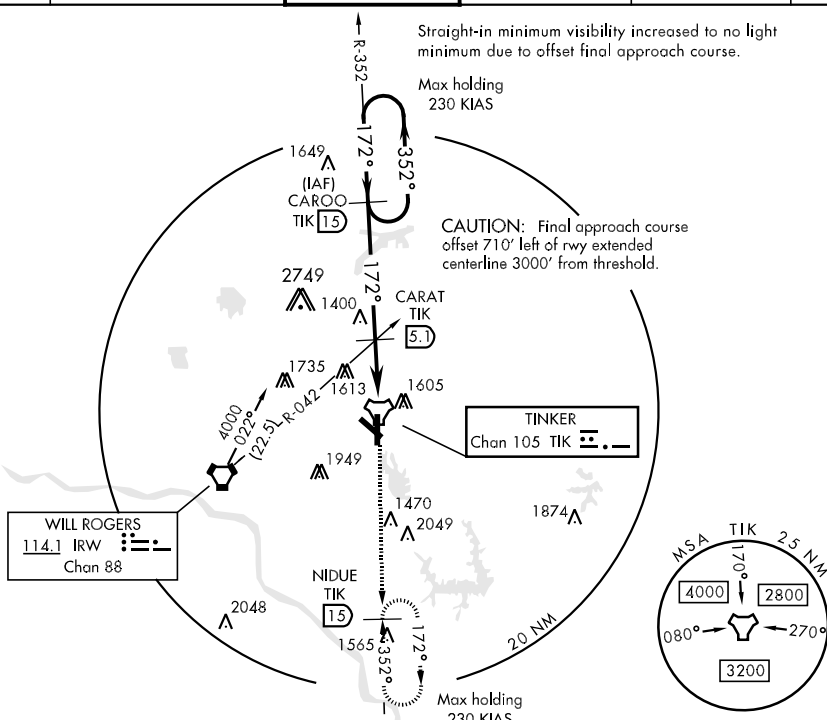
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

TACAN TIK Chan 105	APCH CRS 172°	Rwy Idg 11,100 TDZE 1267 Arpt Elev 1291
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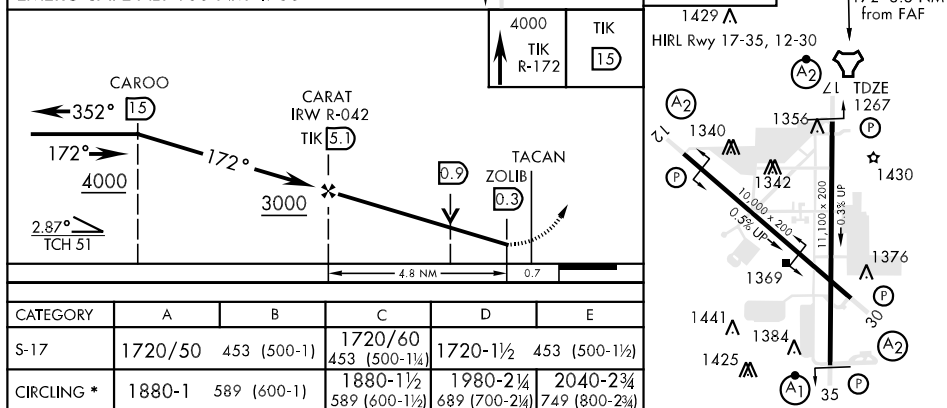
AL-299 [USAF]


TINKER AFB (KTIK)

T * CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.			SALS 	MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 1.5 DME and hold.		
ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR	

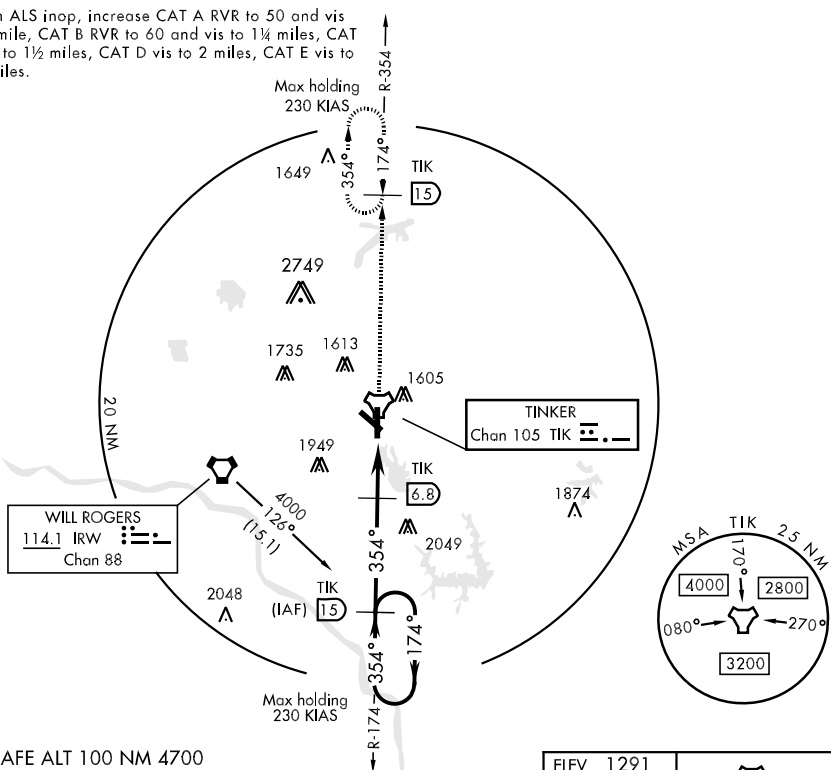


EMERG SAFE ALT 100 NM 4700

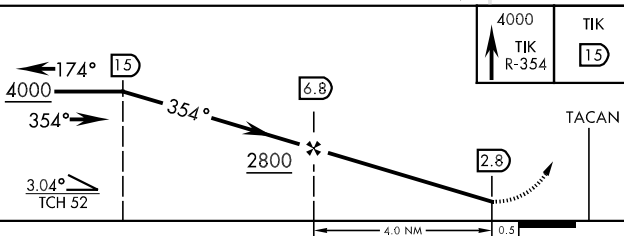


TACAN TIK Chan 105	APCH CRS 354°	Rwy Idg 11,100 TDZE 1291 Arprt Elev 1291	AL-299 [USAF]		TINKER AFB (KTIK)		
<p>▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile. **CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.</p>			ALSF-1 		MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.		
ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4		TINKER TOWER 124.45 251.05		GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR

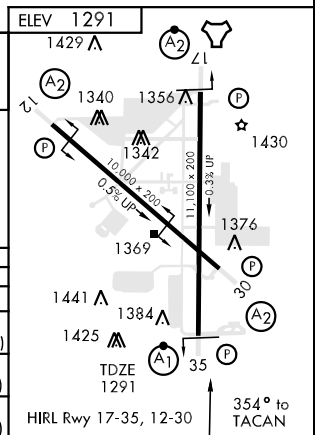
*** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-35 *	1800/24	509 (600-1/2)	1800/50	509 (600-1)	1800/60 509 (600-1 1/4)
CIRCLING **	1880-1	589 (600-1)	1880-1 1/2 589 (600-1 1/2)	1980-2 1/4 689 (700-2 1/4)	2040-2 3/4 749 (800-2 3/4)
S-ASR 35 ***	1940/24 649 (700-1/2)	1940/40 649 (700-3/4)	1940/60 649 (700-1 1/4)	1940-1 1/2 649 (700-1 1/2)	1940-1 3/4 649 (700-1 3/4)



VOR/DME PWA
113.4
Chan 81

APCH CRS
110°

Rwy Idg 10,000
TDZE 1241
Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

▼ **When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W
of Rwy 17-35.

SALS



MISSED APPROACH: Climb to 3100 direct
to PWA R-110/20 DME and hold.

ATIS ★
270.1

OKE CITY APP CON
120.45 288.325

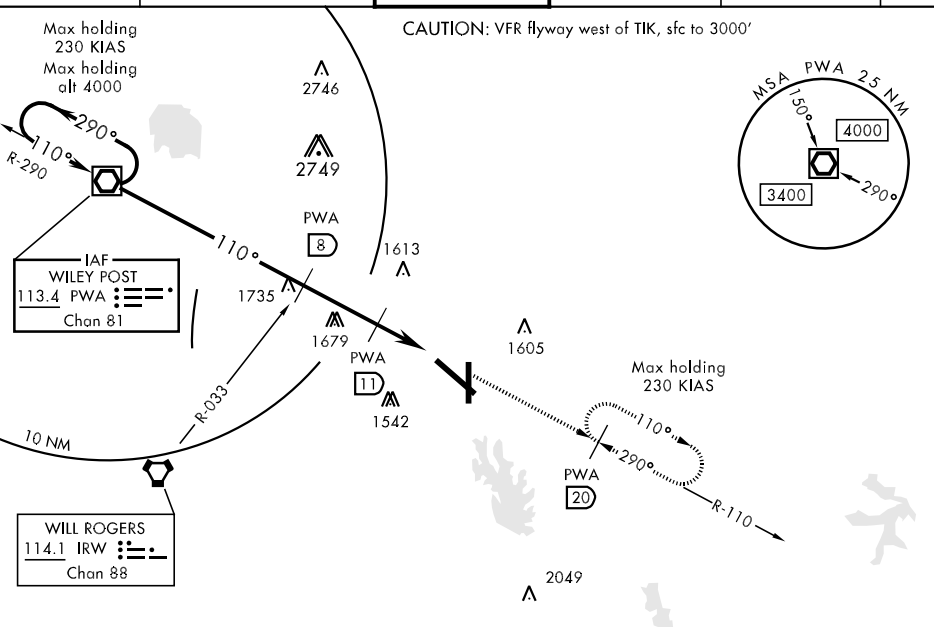
TINKER TOWER
124.45 251.05

GND CON
121.8 275.8

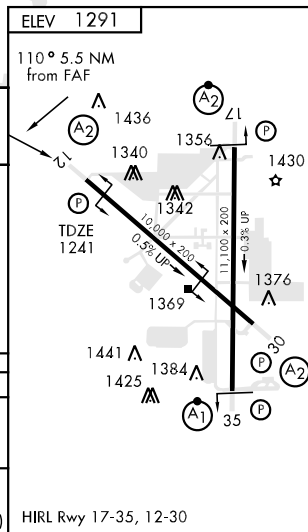
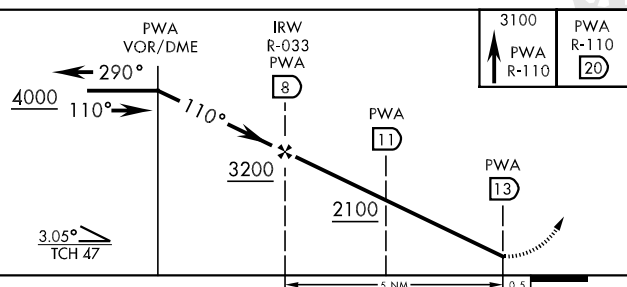
CLNC DEL
119.7 335.8

ASR

CAUTION: VFR flyway west of TIK, sfc to 3000'



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-12 *	1900/40 659 (700-34)		1900-1½ 659 (700-1½)	1900-1¾ 659 (700-1¾)	1900-2 659 (700-2)
CIRCLING **	1900-1 609 (700-1)		1900-1¾ 609 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

HIRL Rwy 17-35, 12-30

SC-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 30

OKLAHOMA CITY, OKLAHOMA

VOR/DME PWA 113.4 Chan 81	APCH CRS 292°	Rwy Idg 10,000 TDZE 1276 Arpt Elev 1291
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AL-299 [USAF]

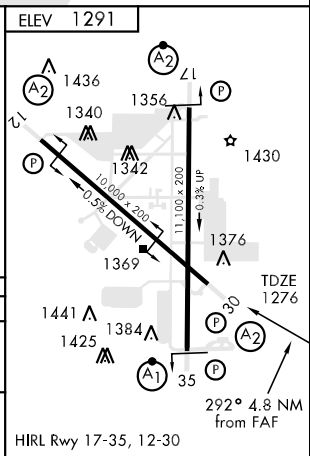
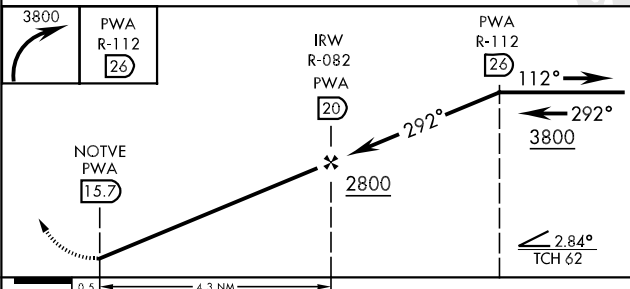
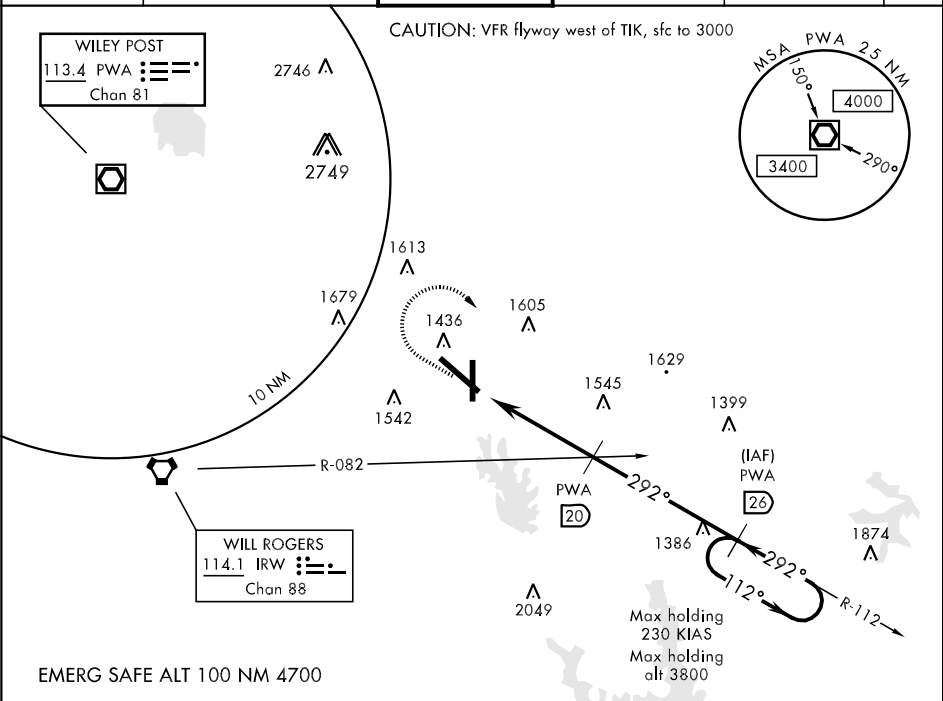
TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** CAT E Circling not authorized in sector S of Rwy 12-30
and W of Rwy 17-35.



MISSED APPROACH: Climbing right turn
to 3800, then direct to the PWA R-112/26
DME and hold.

ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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CATEGORY	A	B	C	D	E
S-30 *	1840/50	564 (600-1)	1840/60 564 (600-1¼)	1840-1½ 564 (600-1½)	1840-1¾ 564 (600-1¾)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Orig 09211

VOR/DME RWY 30

SC-1, 23 SEP 2010 to 21 OCT 2010

OKMULGEE RGNL (OKM) 3 N UTC-6(-5DT) N35°40.09' W95°56.92'

DALLAS-FT. WORTH

720 B FUEL 100LL, JET A NOTAM FILE OKM

H-61, L-15E

RWY 18-36: H5150X100 (CONC) S-30, D-48, 2D-78 MIRL 0.7% up N

IAP

RWY 18: MALSR.

RWY 36: Trees.

AIRPORT REMARKS: Attended 1400-2300Z. 24 hr fuel automated credit card system. Parachute Jumping. Flocks of migratory birds and deer on and in/ovf arpt. ACTIVATE MIRL Rwy 18-36 and MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (918) 756-9502.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ TULSA APP/DEP CON 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 186° 32.6 NM to fld. 770/8E.

(H) VORW/DME 114.9 OKM Chan 96 N35°41.59' W95°51.96'

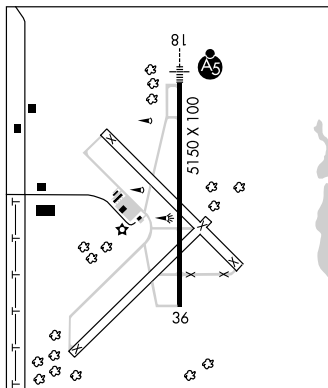
242° 4.3 NM to fld. 766/8E. NOTAM FILE OKM.

PRESO NDB (LOM) 388 OK N35°45.32' W95°56.92' 176°

5.2 NM to fld.

ILS 109.1 I-OKM Rwy 18. LOM PRESO NDB. ILS

unmonitored.



OLUSTEE MUNI (F09) 3 S UTC-6(-5DT) N34°30.75' W99°25.77'

DALLAS-FT. WORTH

1346 NOTAM FILE MLC

RWY 17-35: H2000X50 (ASPH) S-12

RWY 17: Fence.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

OVERBROOK

LAKE MURRAY STATE PARK (1F1) 2 E UTC-6(-5DT) N34°04.51' W97°06.40'

DALLAS-FT. WORTH

817 B NOTAM FILE MLC

RWY 14-32: H2500X48 (ASPH) S-4 LIRL

RWY 14: Thld dsplcd 120'. Trees. RWY 32: Trees.

AIRPORT REMARKS: Unattended. Occasional deer and birds on or near rwy. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

OWASO N36°18.44' W95°52.52' NOTAM FILE TUL.

KANSAS CITY

NDB (LOM) 375 DW 180° 6.6 NM to Tulsa Intl.

OWASSO

GUNDYS (O38) 3 E UTC-6(-5DT) N36°16.01' W95°47.02'

KANSAS CITY

720 B FUEL 100LL NOTAM FILE MLC

RWY 17L-35R: H2600X26 (ASPH) MIRL (NSTD)

RWY 17L: Building.

RWY 17R-35L: 1760X100 (TURF)

RWY 17R: Building.

RWY 35L: Trees.

AIRPORT REMARKS: Attended irregularly. For fuel call 918-798-2060. Rwy 17R thld marked with tires only. Rwy 17L-35R NSTD small numbers located 50' from rwy end. Rwy 17L-35R NSTD MIRL, lgts located 35' from rwy edge, thld lights missing. Rwy 17L-35R surface cracking and uneven.

COMMUNICATIONS: CTAF 122.9

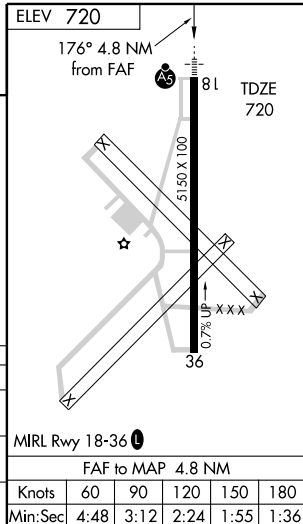
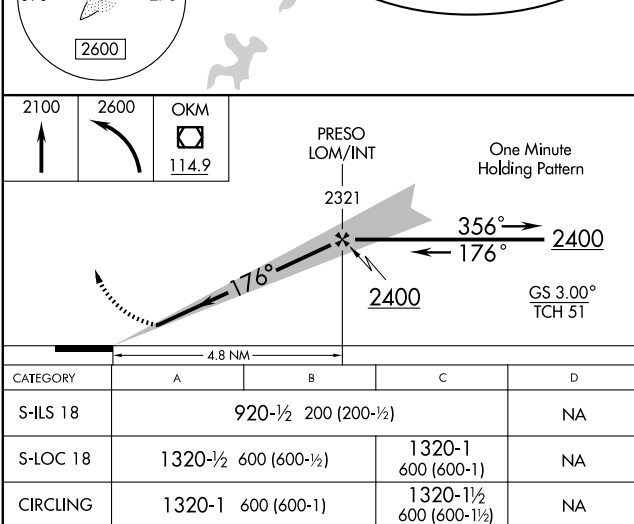
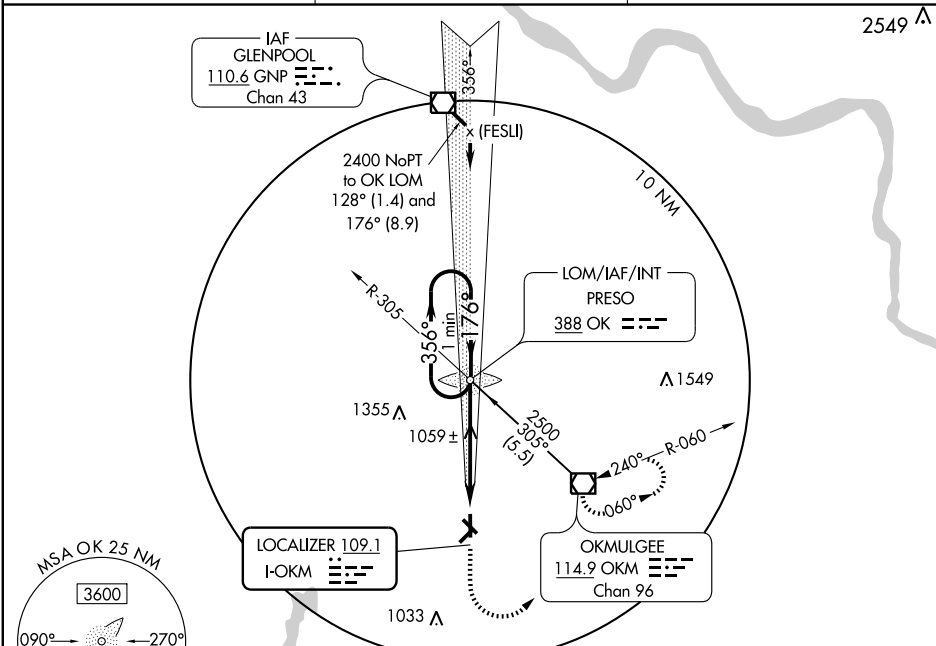
LOC I-OKM 109.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	5150 720 720
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ILS or LOC RWY 18

OKMULGEE RGNL (OKM)

NA If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.	MALSR 	MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.
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AWOS-3 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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WAAS CH 82105 W18A	APP CRS 176°	Rwy Idg 5150 TDZE 720 Apt Elev 720
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RNAV (GPS) RWY 18

OKMULGEE RGNL (OKM)

- ▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.
- ▲ DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

MALSR



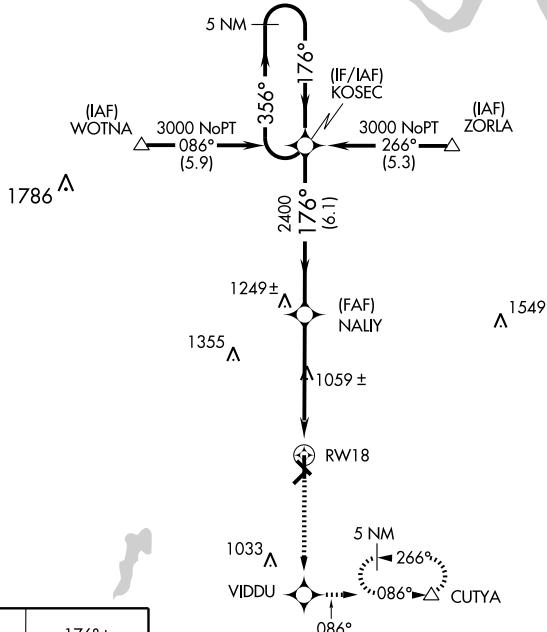
MISSED APPROACH: Climb to 3000 direct VDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3
118.225

TULSA APP CON
119.85 338.3

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at WOTNA on V532 northwest bound.



ELEV 720

TDZE 720

AS

81

176° to RW18

100

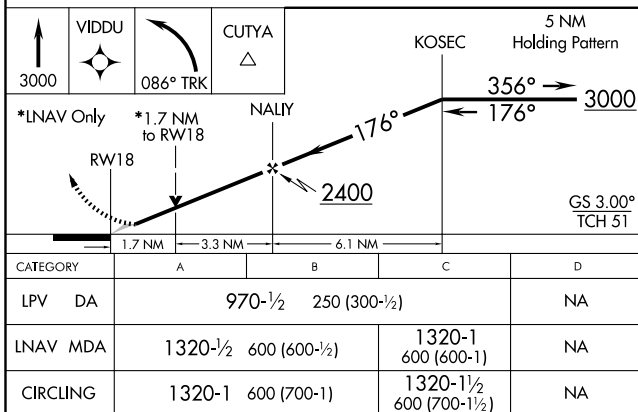
150

15

0.7% UP

36

MIRL Rwy 18-36 0



VOR/DME OKM 114.9 Chan 96	APP CRS 240°	Rwy Idg TDZE Apt Elev	N/A N/A 720
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VOR-A
OKMULGEE RGNL (OKM)

▼ If local altimeter setting not received, use Tulsa Intl
▲ NA altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2600 then left turn direct
OKM VOR/DME and hold.

AWOS-3
118.225

TULSA APP CON
119.85 338.3

UNICOM
123.0 (CTAF) 0

▲
1786

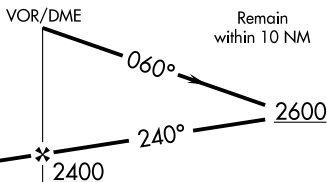
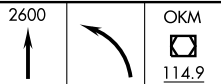
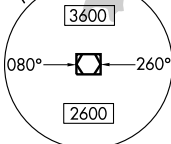
▲ 1355

IAF
OKMULGEE
114.9 OKM
Chan 96

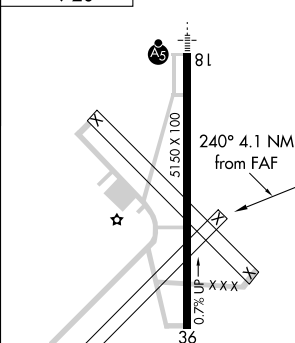
▲ 1549

▲ 1033

MSA OKM 25 NM



ELEV 720



MRL Rwy 18-36 0

CATEGORY	A	B	C	D
CIRCLING	1140-1 420 (500-1)	1180-1 460 (500-1)	1300-1½ 580 (600-1½)	NA

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

PAULS VALLEY MUNI (PVJ) 2 S UTC-6(-5DT) N34°42.57' W97°13.40'

971 B S4 FUEL 100LL, JET A NOTAM FILE PVJ

RWY 17-35: H5001X100 (CONC) S-42, D-55, 2D-110 MIRL 0.4% up N

RWY 17: REIL. PAPI (P4L)—GA 3.0 TCH 55'. Trees.

RWY 35: REIL. PAPI (P4L)—GA 3.0 TCH 42'. Trees.

RWY 12-30: H3500X150 (CONC) S-42, D-55, 2D-110

PCN 3 R/B/X/T 0.5% up NW

RWY 12: Trees. RWY 30: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. For attendant after hours call 405-207-6610. Fuel avbl 24 hrs with automated credit card system. Ultralights on and inofv arpt. ACTIVATE MIRL Rwy 17-35, PAPI and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (405) 238-4452.**COMMUNICATIONS:** CTAF/UNICOM 122.8.

® FORT WORTH CENTER APP/DEP CON 128.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70' W97°10.09' 349° 30.0 NM to fld. 937/6E.

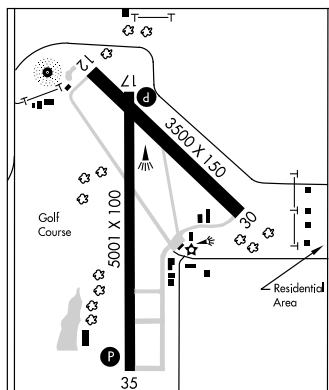
NDB (MHW) 384 PVJ N34°42.93' W97°13.74' at fld.

NOTAM FILE PVJ.

DALLAS-FT. WORTH

H-6H, L-17C

IAP

**PAWHUSKA MUNI** (H76) 4 W UTC-6(-5DT) N36°40.30' W96°24.33'

1000 B NOTAM FILE MLC

RWY 17-35: H3200X60 (ASPH) S-12.5 MIRL

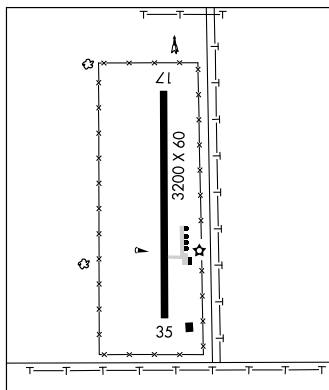
RWY 17: P-line. RWY 35: P-line.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BVO.

BARTLESVILLE (L) VORW/DME 117.9 BVO Chan 126 N36°50.06' W96°01.10' 235° 21.1 NM to fld. 940/8E.

KANSAS CITY

L-15E

**PAWNEE MUNI** (H97) 0 NE UTC-6(-5DT) N36°23.00' W96°48.62'

875 NOTAM FILE MLC

RWY 18-36: 2130X100 (TURF)

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Rwy 18-36 south 300' muddy and soft when wet.**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY

Rwy Idg	5001
TDZE	953
Apt Elev	968

NDB RWY 35
PAULS VALLEY MUNI (PVJ)

T
A NA

If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet.

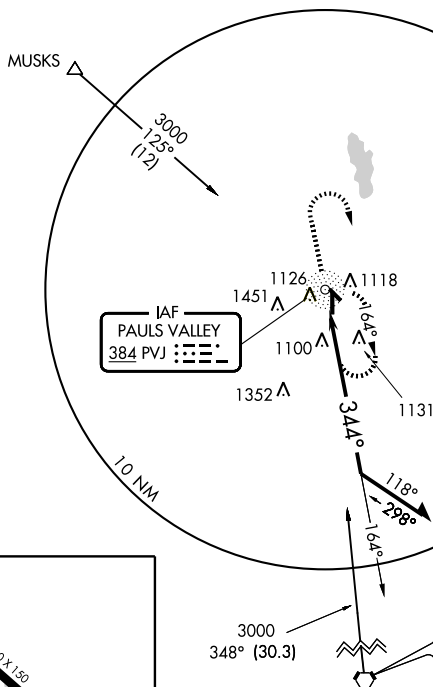
MISSED APPROACH: Climb to 3000 then right turn direct PVJ NDB and hold.

AWOS-3
118,675

FORT WORTH CENTER
128.1 327.15

UNICOM
122.8 (CTAF) **L**

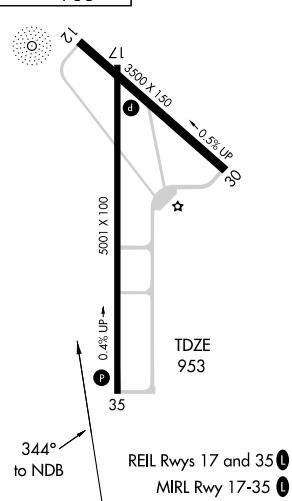
1690



MSA PVJ 25 NM

2900

ELEV 968




3000



PVJ



ARDMORE

116.7 ADM 
Chan 114

NDB

Remain
within 10 NM

3000

CATEGORY	NUMBER OF STUDENTS	PERCENTAGE OF STUDENTS
1. <i>Very good</i>	10	10.0%
2. <i>Good</i>	20	20.0%
3. <i>Not good</i>	10	10.0%
4. <i>Very bad</i>	10	10.0%
5. <i>Don't know</i>	10	10.0%
6. <i>Other</i>	10	10.0%
7. <i>Not answered</i>	10	10.0%
8. <i>Not applicable</i>	10	10.0%
9. <i>Not evaluated</i>	10	10.0%
10. <i>Not observed</i>	10	10.0%
11. <i>Not recorded</i>	10	10.0%
12. <i>Not mentioned</i>	10	10.0%
13. <i>Not included</i>	10	10.0%
14. <i>Not considered</i>	10	10.0%
15. <i>Not analyzed</i>	10	10.0%
16. <i>Not reviewed</i>	10	10.0%
17. <i>Not checked</i>	10	10.0%
18. <i>Not verified</i>	10	10.0%
19. <i>Not confirmed</i>	10	10.0%
20. <i>Not validated</i>	10	10.0%
21. <i>Not approved</i>	10	10.0%
22. <i>Not accepted</i>	10	10.0%
23. <i>Not agreed</i>	10	10.0%
24. <i>Not shared</i>	10	10.0%
25. <i>Not distributed</i>	10	10.0%
26. <i>Not provided</i>	10	10.0%
27. <i>Not offered</i>	10	10.0%
28. <i>Not available</i>	10	10.0%
29. <i>Not accessible</i>	10	10.0%
30. <i>Not reachable</i>	10	10.0%
31. <i>Not contactable</i>	10	10.0%
32. <i>Not identifiable</i>	10	10.0%
33. <i>Not detectable</i>	10	10.0%
34. <i>Not measurable</i>	10	10.0%
35. <i>Not quantifiable</i>	10	10.0%
36. <i>Not estimable</i>	10	10.0%
37. <i>Not calculable</i>	10	10.0%
38. <i>Not computable</i>	10	10.0%
39. <i>Not processable</i>	10	10.0%
40. <i>Not analyzable</i>	10	10.0%
41. <i>Not reviewable</i>	10	10.0%
42. <i>Not checkable</i>	10	10.0%
43. <i>Not verifiable</i>	10	10.0%
44. <i>Not confirmable</i>	10	10.0%
45. <i>Not validatable</i>	10	10.0%
46. <i>Not approvable</i>	10	10.0%
47. <i>Not acceptable</i>	10	10.0%
48. <i>Not agreeable</i>	10	10.0%
49. <i>Not shareable</i>	10	10.0%
50. <i>Not distributable</i>	10	10.0%
51. <i>Not provideable</i>	10	10.0%
52. <i>Not offerable</i>	10	10.0%
53. <i>Not available</i>	10	10.0%
54. <i>Not accessible</i>	10	10.0%
55. <i>Not reachable</i>	10	10.0%
56. <i>Not contactable</i>	10	10.0%
57. <i>Not identifiable</i>	10	10.0%
58. <i>Not detectable</i>	10	10.0%
59. <i>Not measurable</i>	10	10.0%
60. <i>Not quantifiable</i>	10	10.0%
61. <i>Not estimable</i>	10	10.0%
62. <i>Not calculable</i>	10	10.0%
63. <i>Not computable</i>	10	10.0%
64. <i>Not processable</i>	10	10.0%
65. <i>Not analyzable</i>	10	10.0%
66. <i>Not reviewable</i>	10	10.0%
67. <i>Not checkable</i>	10	10.0%
68. <i>Not verifiable</i>	10	10.0%
69. <i>Not confirmable</i>	10	10.0%
70. <i>Not validatable</i>	10	10.0%
71. <i>Not approvable</i>	10	10.0%
72. <i>Not acceptable</i>	10	10.0%
73. <i>Not agreeable</i>	10	10.0%
74. <i>Not shareable</i>	10	10.0%
75. <i>Not distributable</i>	10	10.0%
76. <i>Not provideable</i>	10	10.0%
77. <i>Not offerable</i>	10	10.0%
78. <i>Not available</i>	10	10.0%
79. <i>Not accessible</i>	10	10.0%
80. <i>Not reachable</i>	10	10.0%
81. <i>Not contactable</i>	10	10.0%
82. <i>Not identifiable</i>	10	10.0%
83. <i>Not detectable</i>	10	10.0%
84. <i>Not measurable</i>	10	10.0%
85. <i>Not quantifiable</i>	10	10.0%
86. <i>Not estimable</i>	10	10.0%
87. <i>Not calculable</i>	10	10.0%
88. <i>Not computable</i>	10	10.0%
89. <i>Not processable</i>	10	10.0%
90. <i>Not analyzable</i>	10	10.0%
91. <i>Not reviewable</i>	10	10.0%
92. <i>Not checkable</i>	10	10.0%
93. <i>Not verifiable</i>	10	10.0%
94. <i>Not confirmable</i>	10	10.0%
95. <i>Not validatable</i>	10	10.0%
96. <i>Not approvable</i>	10	10.0%
97. <i>Not acceptable</i>	10	10.0%
98. <i>Not agreeable</i>		

A

C

D

S-35

1520-1 567 (600-1)

1520-1½

1520-1³/₄

CIRCLING

1520-1 552 (600-1)

572 (600-1½)

832 (900-234)

PAULS VALLEY, OKLAHOMA

Amdt 4 10154

PAULS VALLEY MINI (PVT)

NDB RWY 35

34°43'N - 97°13'W

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

WAAS CH 86718 W17A	APP CRS 174°	Rwy Idg 5001 TDZE 971 Apt Elev 971
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RNAV (GPS) RWY 17

PAULS VALLEY MUNI (P.VJ)

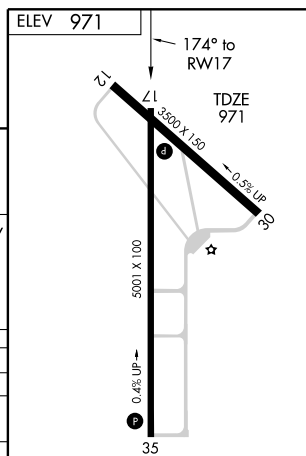
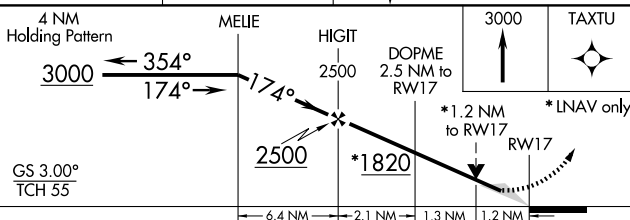
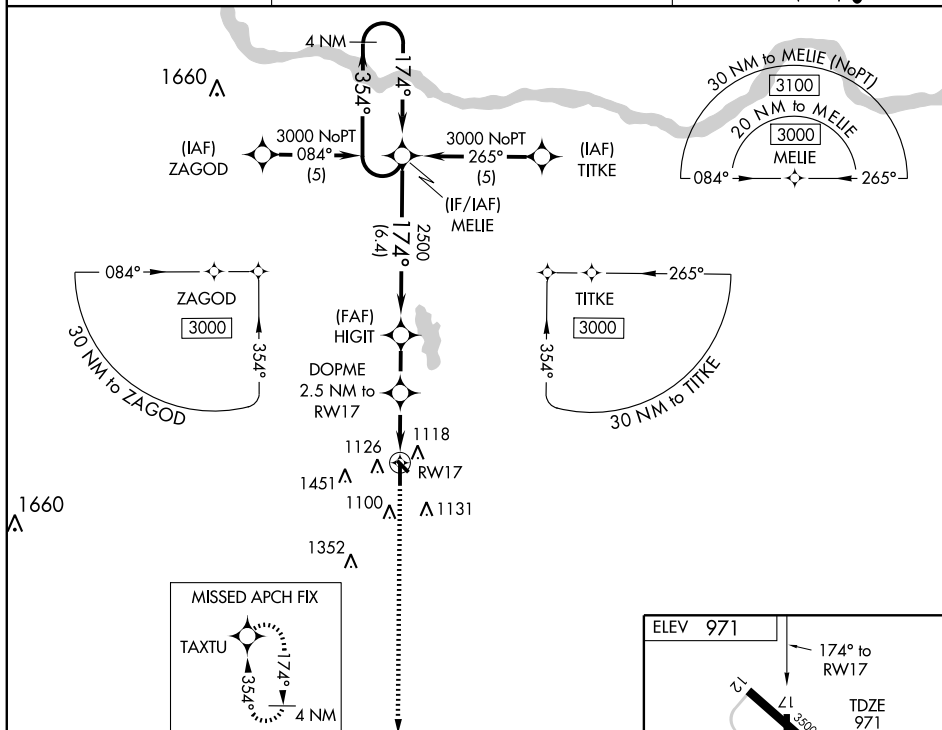
T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C, D visibility ¼ mile and Circling Cat C visibility ¼ mile, and Cat D visibility ½ mile. Baro-VNAV NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). VDP NA when using Ardmore Downtown Executive altimeter setting.

MISSED APPROACH:
Climb to 3000 direct TAXTU and hold.

AWOS-3
118.675

FORT WORTH CENTER
128.1 327.15

UNICOM
122.8 (CTAF) **1**



REIL Rwy 17 and 35 **1**
MIRL Rwy 17-35 **1**

WAAS CH 45716 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5001 956 971
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RNAV (GPS) RWY 35

PAULS VALLEY MUNI (PVJ)

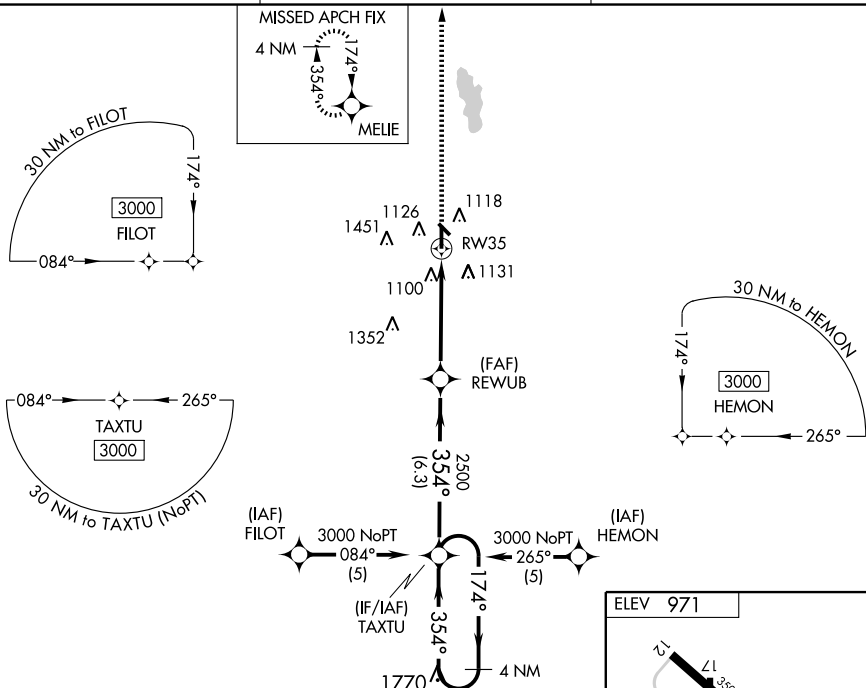
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LPV and LNAV/VNAV visibility $\frac{1}{4}$ mile all Cots, LNAV Cat C, D visibility and Circling Cat C visibility $\frac{1}{4}$ mile, and Circling Cat D visibility $\frac{1}{2}$ mile. Baro-VNAV and VDP NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

MISSED APPROACH: Climb to 3000 direct MELIE and hold.

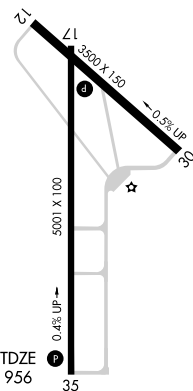
AWOS-3
118.675

FORT WORTH CENTER
128.1 327.15

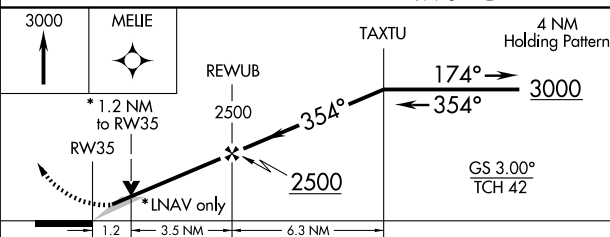
UNICOM
122.8 (CTAF) ①



ELEV 971



REIL Rwy 17 and 35 ①
MIRL Rwy 17-35 ①



CATEGORY	A	B	C	D
LPV DA	1156- $\frac{3}{4}$		200 (200- $\frac{3}{4}$)	
LNAV/VNAV DA	1447-1 $\frac{3}{4}$		491 (500-1 $\frac{3}{4}$)	
LNAV MDA	1360-1	404 (400-1)	1360-1 $\frac{1}{4}$	404 (400-1 $\frac{1}{4}$)
CIRCLING	1440-1	469 (500-1)	1540-1 $\frac{1}{2}$ 569 (600-1 $\frac{1}{2}$)	1760-2 $\frac{1}{2}$ 789 (800-2 $\frac{1}{2}$)

PERRY MUNI (F22) 5 N UTC-6(-5DT) N36°23.14' W97°16.63'

1002 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5110X75 (ASPH) S-75, D-130 MRL 0.5% up S

RWY 17: REIL. PAPI(P2L).

RWY 35: REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended 1400-2300Z. CLOSED Christmas day.

Heavy mil jet tfc dalgt. Ultralight activity on and invof arpt.

ACTIVATE MRL Rwy 17-35—CTAF.

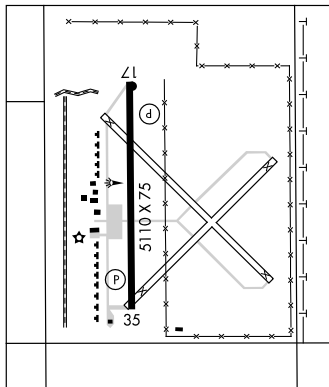
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 189° 22.4 NM to fld. 1054/6E.



WICHITA

H-6H, L-15D

IAP

PIONEER N36°44.79' W97°09.61'. NOTAM FILE PNC.

(H) VORTACW 113.2 PER Chan 79 101° 3.0 NM to Ponca City Rgnl. 1054/6E.

WICHITA

H-6H, L-15D

PONCA CITY RGNL (PNC) 2 NW UTC-6(-5DT) N36°43.92' W97°05.99'

1008 B S4 FUEL 100LL, JET A OX 4 TPA-2001(993) NOTAM FILE PNC

RWY 17-35: H7201X150 (CONC-GRVD) S-51, D-65, 2S-83, 2D-122 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Rgt tfc.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Building.

AIRPORT REMARKS: Attended 1300-0300Z. Jet A fuel and service avbl

1300Z±-dusk, other times call 580-762-8647. 100LL fuel avbl

24 hrs. Ultralights on and invof arpt. N 2400' rwy NSTD plastic

grooving entire width and 25' each edge at remainder of rwy

4801'. ACTIVATE HIRL Rwy 17-35, MALSR Rwy 17, PAPI Rwy 17,

PAPI Rwy 35, and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 134.075 (580) 765-0049.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.25 (MCALESTER RADIO)

KANSAS CITY CENTER APP/DEP CON 127.8

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

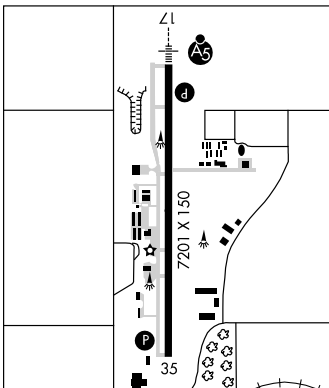
PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 101° 3.0 NM to fld. 1054/6E.

NDB (MHW/LOM) 515 PN N36°49.50' W97°06.03' 175° 5.6 NM to fld.

ILS/DME 111.9 I-PNC Chan 56 Rwy 17. LOM PONCA

NDB. LOC unmonitored. ILS unmonitored.



WICHITA

H-6H, L-15D

IAP

POND CREEK

HOMESTEAD FARMS (O66) 4 E UTC-6(-5DT) N36°41.50' W97°43.60'

1030 NOTAM FILE MLC

RWY 17-35: 2870X21 (ASPH-TURF)

RWY 17: Fence.

RWY 35: Pole.

AIRPORT REMARKS: Unattended. Rwy 17-35 ASPH strip 1659'X21' middle of rwy. 546' on north end and 665' on south end turf. Both turf rwy ends muddy when wet. Parts of asphalt portion broken and deteriorated.

COMMUNICATIONS: CTAF 122.9

WICHITA

APP CRS	Rwy Idg	5110
174°	TDZE	993
	Apt Elev	1002

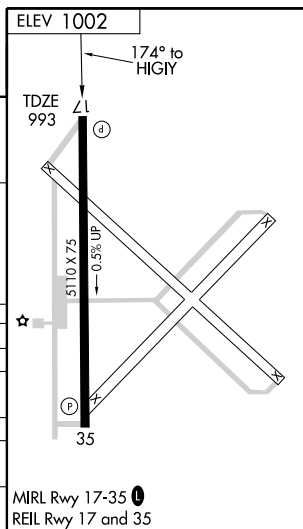
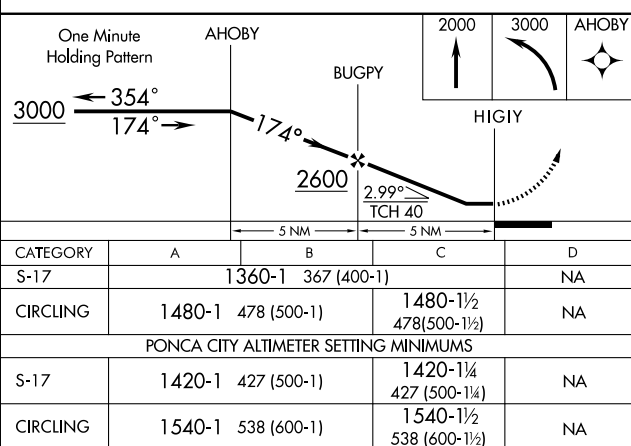
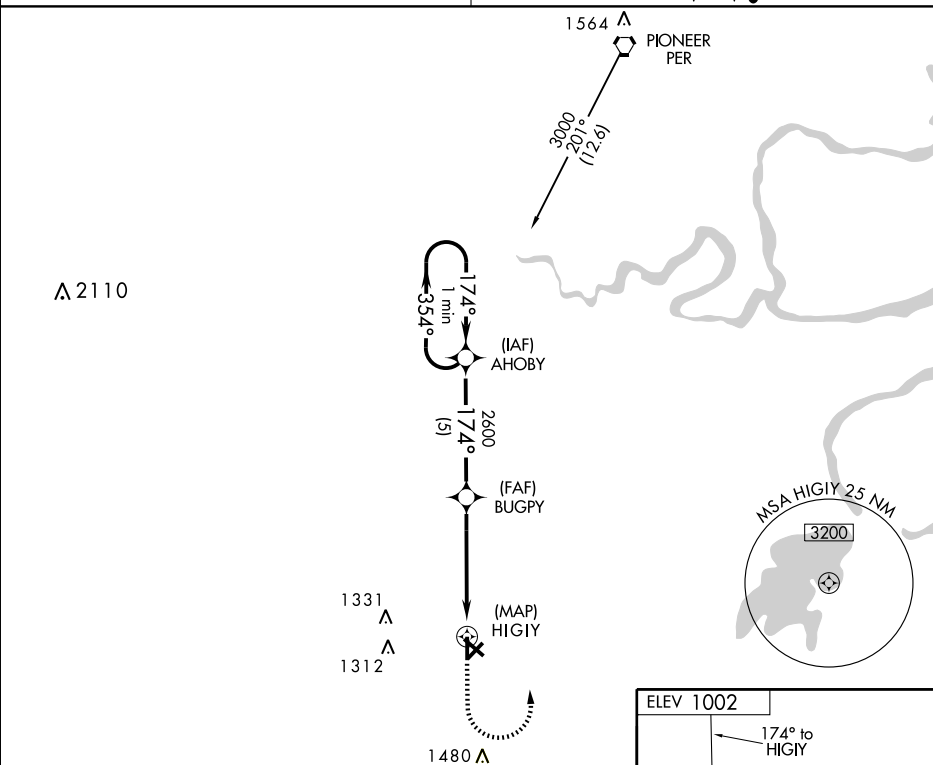
GPS RWY 17
PERRY MUNI (F22)

A NA	Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.
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MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AHOBY WP and hold.

KANSAS CITY CENTER
127.8 319.1

UNICOM
122.8 (CTAF) **L**



VORTAC PER 113.2	APP CRS 189°	Rwy Idg TDZE Apt Elev	5110 993 1002
Chan 79			

VOR/DME RWY 17

PERRY MUNI (F22)

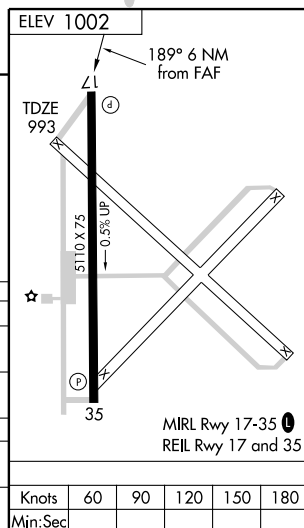
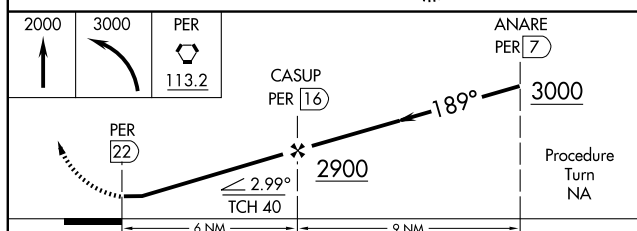
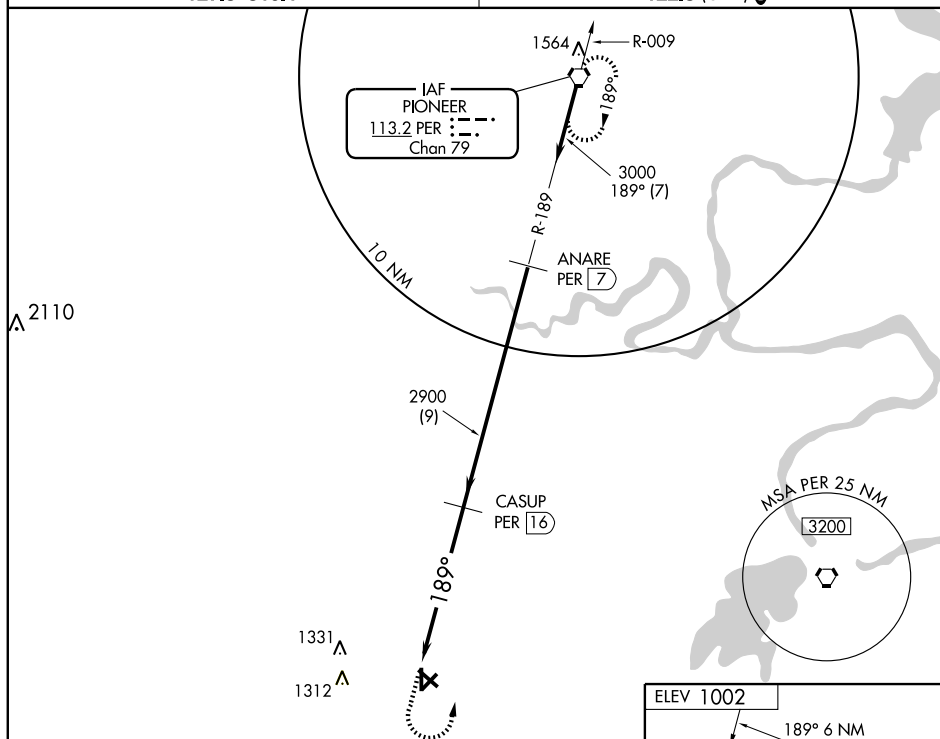
A NA Obtain local altimeter setting on CTAF;
when not received, use Ponca City altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to
3000 direct PER VORTAC and hold.

KANSAS CITY CENTER

127.8 319.1

UNICOM

122.8 (CTAF) 0

CATEGORY	A	B	C	D
S-17	1420-1 427 (500-1)	1420-1¼ 427 (500-1¼)	1420-1½ 427 (500-1½)	NA
CIRCLING	1480-1 478 (500-1)	1480-1¼ 478 (500-1¼)	1480-1½ 478 (500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1460-1 467 (500-1)	1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)	NA
CIRCLING	1520-1 518 (600-1)	1520-1¼ 518 (600-1¼)	1520-1½ 518 (600-1½)	NA

PERRY MUNI (F22) 5 N UTC-6(-5DT) N36°23.14' W97°16.63'

1002 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5110X75 (ASPH) S-75, D-130 MRL 0.5% up S

RWY 17: REIL. PAPI(P2L).

RWY 35: REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended 1400-2300Z. CLOSED Christmas day.

Heavy mil jet tfc dalgt. Ultralight activity on and invof arpt.

ACTIVATE MRL Rwy 17-35—CTAF.

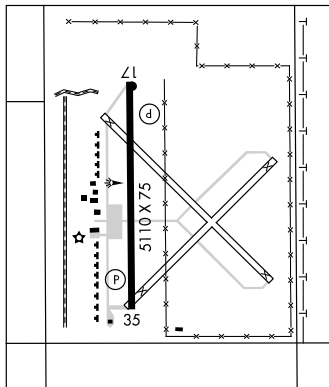
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 189° 22.4 NM to fld. 1054/6E.



WICHITA

H-6H, L-15D

IAP

PIONEER N36°44.79' W97°09.61'. NOTAM FILE PNC.

(H) VORTACW 113.2 PER Chan 79 101° 3.0 NM to Ponca City Rgnl. 1054/6E.

WICHITA

H-6H, L-15D

PONCA CITY RGNL (PNC) 2 NW UTC-6(-5DT) N36°43.92' W97°05.99'

1008 B S4 FUEL 100LL, JET A OX 4 TPA-2001(993) NOTAM FILE PNC

RWY 17-35: H7201X150 (CONC-GRVD) S-51, D-65, 2S-83, 2D-122 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Rgt tfc.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Building.

AIRPORT REMARKS: Attended 1300-0300Z. Jet A fuel and service avbl

1300Z±-dusk, other times call 580-762-8647. 100LL fuel avbl

24 hrs. Ultralights on and invof arpt. N 2400' rwy NSTD plastic

grooving entire width and 25' each edge at remainder of rwy

4801'. ACTIVATE HIRL Rwy 17-35, MALSR Rwy 17, PAPI Rwy 17,

PAPI Rwy 35, and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 134.075 (580) 765-0049.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.25 (MCALESTER RADIO)

KANSAS CITY CENTER APP/DEP CON 127.8

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

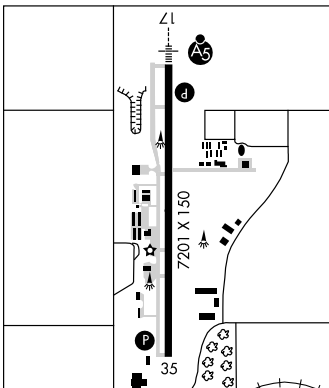
PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 101° 3.0 NM to fld. 1054/6E.

NDB (MHW/LOM) 515 PN N36°49.50' W97°06.03' 175° 5.6 NM to fld.

ILS/DME 111.9 I-PNC Chan 56 Rwy 17. LOM PONCA

NDB. LOC unmonitored. ILS unmonitored.



WICHITA

H-6H, L-15D

IAP

POND CREEK

HOMESTEAD FARMS (O66) 4 E UTC-6(-5DT) N36°41.50' W97°43.60'

1030 NOTAM FILE MLC

RWY 17-35: 2870X21 (ASPH-TURF)

RWY 17: Fence.

RWY 35: Pole.

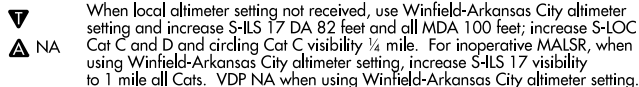
AIRPORT REMARKS: Unattended. Rwy 17-35 ASPH strip 1659'X21' middle of rwy. 546' on north end and 665' on south end turf. Both turf rwy ends muddy when wet. Parts of asphalt portion broken and deteriorated.

COMMUNICATIONS: CTAF 122.9

WICHITA

LOC/DME I-PNC 111.9 Chan 56	APP CRS 175°	Rwy Idg TDZE Apt Elev	7201 1004 1008
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ILS or LOC/DME RWY 17 PONCA CITY RGNL (PNC)

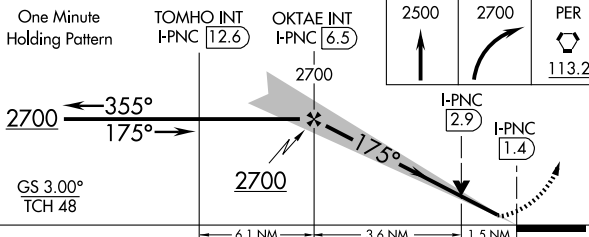
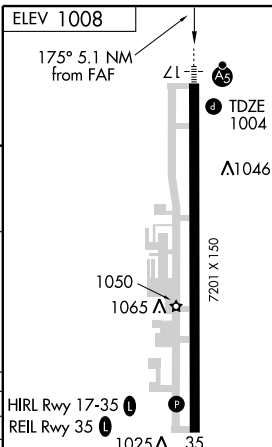
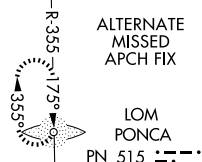
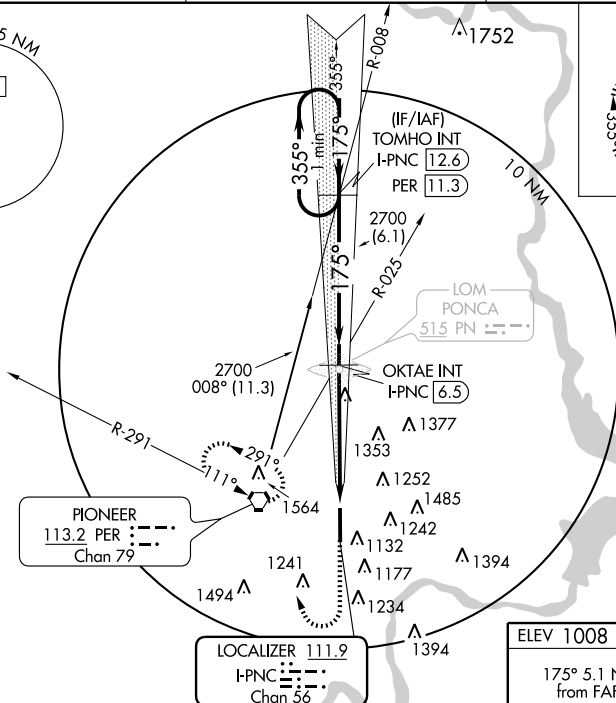
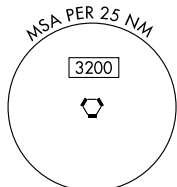
 When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ¼ mile. For inoperative MALS, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

MALS 
 MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

ASOS
134.075

KANSAS CITY CENTER
127.8 319.1

UNICOM
123.0 (CTAF) 1



CATEGORY	A	B	C	D
S-ILS 17		1204-½ 200 (200-½)		
S-LOC 17	1520-½ 516 (600-½)		1520-1 516 (600-1)	1520-1¼ 516 (600-1¼)
CIRCLING	1520-1 512 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

WAAS CH 50408 W17A	APP CRS 175°	Rwy Idg TDZE Apt Elev	7201 1004 1008
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RNAV (GPS) RWY 17

PONCA CITY RGNL (PNC)

▼ For inoperative MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

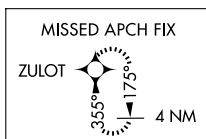
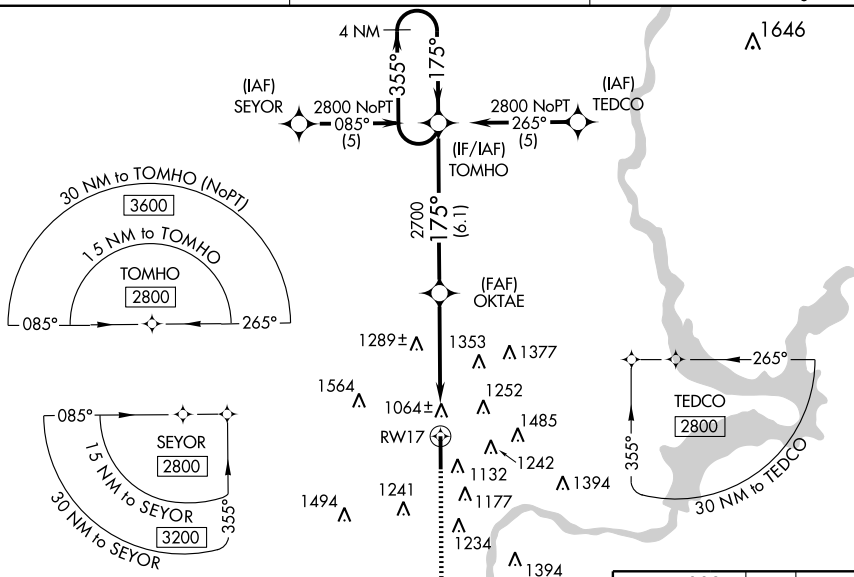


MISSED APPROACH:
Climb to 2700 direct
ZULOT and hold.

ASOS
134.075

KANSAS CITY CENTER
127.8 319.1

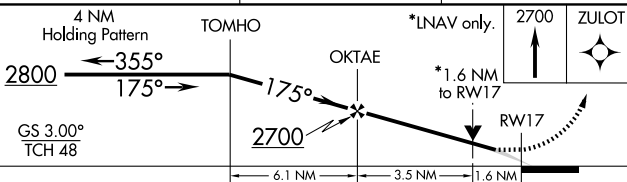
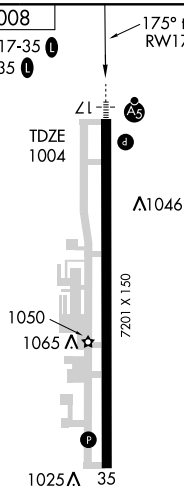
UNICOM
123.0 (CTAF) 0



ELEV 1008

HIRL Rwy 17-35

REIL Rwy 35



CATEGORY	A	B	C	D
LPV DA		1279-½	275 (300-½)	
LNAV/VNAV DA		1330-¾	326 (400-¾)	
LNAV MDA	1540-½	536 (600-½)	1540-1 536 (600-1)	1540-1¼ 536 (600-1¼)
CIRCLING	1540-1	532 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)

WAAS CH 93808 W35A	APP CRS 355°	Rwy Idg 7201 TDZE 1008 Apt Elev 1008
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RNAV (GPS) RWY 35

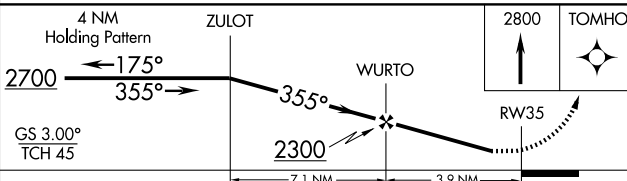
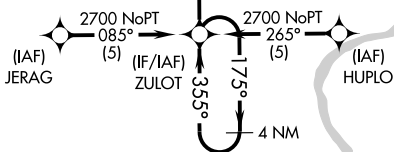
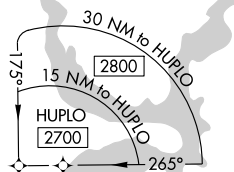
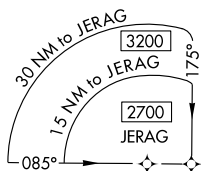
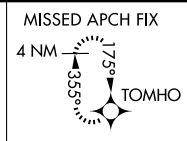
PONCA CITY RGNL (PNC)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use
▲ Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

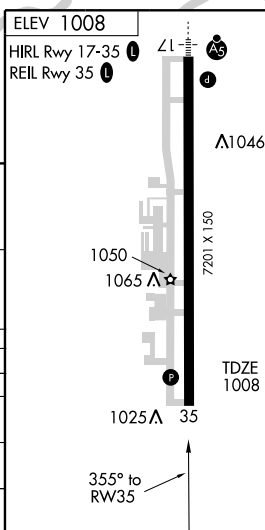
MISSED APPROACH:
Climb to 2800 direct
TOMHO and hold.

ASOS
134,075

KANSAS CITY CENTER
127.8 319.1

UNICOM
123.0 (CTAF) **L**

CATEGORY		A		B		C		D	
LPV	DA	1295-1		287 (300-1)					
LNAV/ VNAV	DA	1478-1¾		470 (500-1¾)					
LNAV	MDA	1540-1	532 (600-1)	1540-1½	532 (600-1½)	1540-1¾	532 (600-1¾)		
CIRCLING		1540-1	532 (600-1)	1560-1½	552 (600-1½)	1560-2	552 (600-2)		



PONCA CITY, OKLAHOMA

Amdt 1 08325

36° 44' N-97° 06' W

PONCA CITY RGNL (PNC)

RNAV (GPS) RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VORTAC PER 113.2 Chan 79	APP CRS 111°	Rwy Idg TDZE Apt Elev N/A N/A 1007
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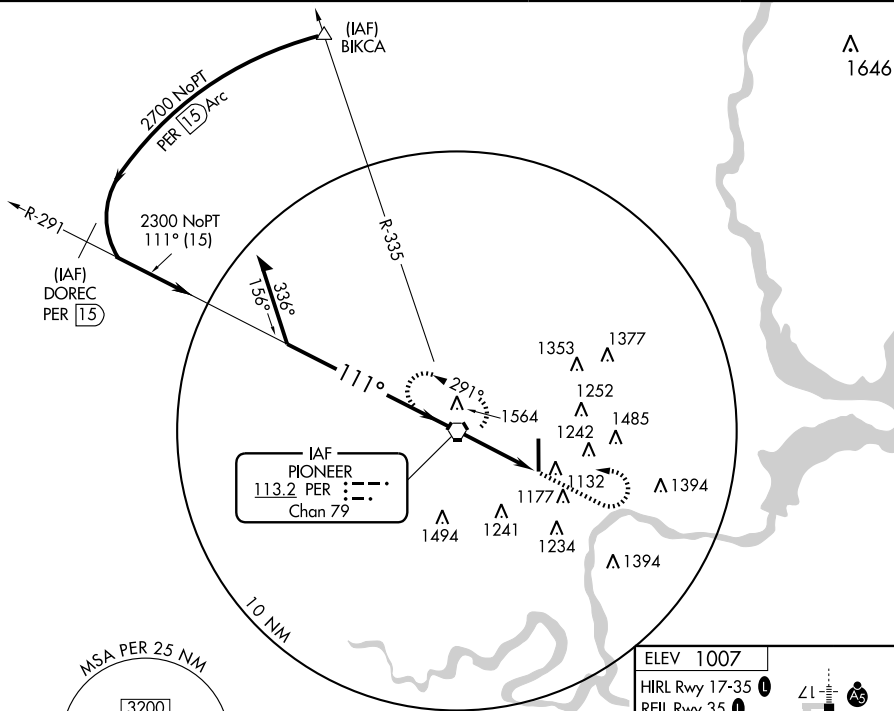


MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

ASOS
134.075

KANSAS CITY CENTER
127.8 319.1

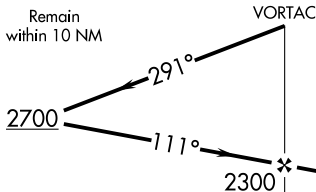
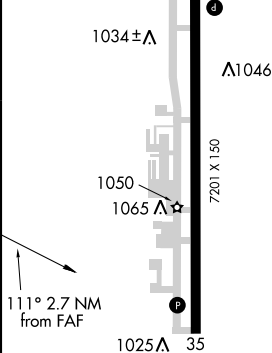
UNICOM
123.0 (CTAF) 0



ELEV 1007

HIRL Rwy 17-35

REIL Rwy 35



CATEGORY	A	B	C	D
CIRCLING	1460-1 453 (500-1)	1480-1 473 (500-1)	1560-1½ 553 (600-1½)	1560-2 553 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

POND CREEK MUNI (2K1) 0 SW UTC-6(-5DT) N36°39.75' W97°48.52'

WICHITA

1061 NOTAM FILE MLC

RWY 17-35: 2320X430 (TURF)

RWY 17: Pole.

RWY 15-33: H1220X30 (ASPH)

RWY 15: Trees.

AIRPORT REMARKS: Unattended. Rwy 17-35 full width of rwy not maintained, use middle of rwy surface. Rwy 15-33 surface severe cracking and deterioration. Loose rock on rwy. Thld lghts NSTD all green lenses.

COMMUNICATIONS: CTAF 122.9

PORT OF CATOOSA HELIPORT (See CATOOSA)

POST N34°36.53' W98°24.23' NOTAM FILE MLC

DALLAS-FT WORTH

NDB (MHW) 425 PFL 354° 2.5 NM to Henry Post AAF (Fort Sill).

L-17C

POTEAU

ROBERT S. KERR (RKR) 2 S UTC-6(-5DT) N35°01.30' W94°37.28'

MEMPHIS

451 B S4 FUEL 100LL, JET A NOTAM FILE RKR

L-17D

RWY 18-36: H4006X75 (ASPH) S-27 MIRL

IAP

RWY 18: PAPI(P2L)-GA 2.75° TCH 38'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Fuel avbl 24 hrs with credit card. Ultralight activity on and in/ov arpt. Arpt bcn OTS indef.

ACTIVATE MIRL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (918) 647-4063.

COMMUNICATIONS: CTAF/UNICOM 122.8

RICH MOUNTAIN RCO 122.6 (MC ALESTER RADIO)

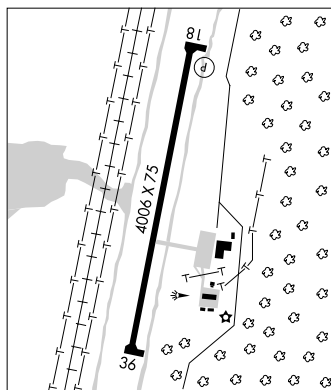
Ⓡ RAZORBACK APP/DEP CON 120.9 (1130-0500Z±)

MEMPHIS CENTER APP/DEP CON 126.1 (0500-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

RICH MOUNTAIN (L) VORTACW 113.5 PGO Chan 82 N34°40.83'

W94°36.54' 354° 20.4 NM to fld. 2700/4E.



PRAGUE MUNI (047) 2 W UTC-6(-5DT) N35°28.94' W96°43.12'

DALLAS-FT. WORTH

1042 B NOTAM FILE MLC

L-15E

RWY 17-35: H2757X60 (ASPH) S-4 MIRL 0.9% up N

IAP

RWY 17: PAPI(P2L). Road. RWY 35: PAPI(P2L)

AIRPORT REMARKS: Unattended. PAEW 200' south of AER 35. MIRL Rwy 17-35 preset low ints, to incr ints ACTIVATE—CTAF. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9 CTAF OTS indef.

Ⓡ FORT WORTH APP/DEP CON 132.2

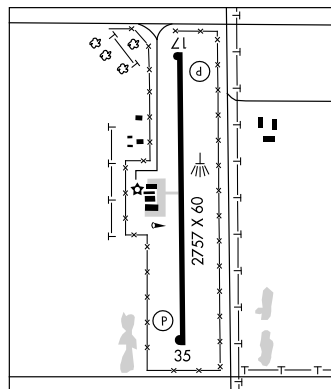
RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 073° 44.3 NM to fld. 1230/7E. HIWAS.

NDB (MHW) 314 GGU N35°31.00' W96°43.12' 174° 2.1

NM to fld. NOTAM FILE MLC.



PRESO N35°45.32' W95°56.92' NOTAM FILE OKM.

DALLAS-FT WORTH

NDB (LOM) 388 OK 176° 5.2 NM to Okmulgee Rgnl.

APP CRS	187°
Rwy Idg	4006
TDZE	451
Apt Elev	451

RNAV (GPS) RWY 18

POTEAU/ROBERT S. KERR (R.K.R.)

<p>▼ If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.</p>
--	---

<p>AWOS-3</p> <p>120.625</p>	<p>RAZORBACK APP CON ★</p> <p>120.9 343.75</p>	<p>UNICOM</p> <p>122.8 (CTAF) 1</p>
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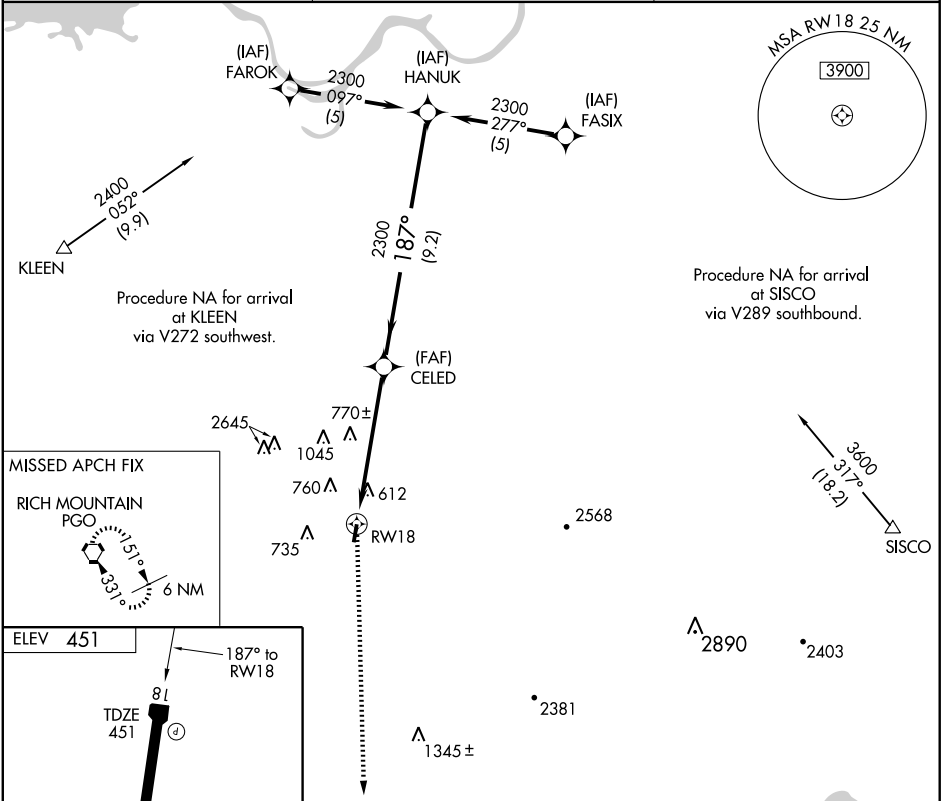


Diagram of runway 36 with dimensions 4006 X 75 and a star symbol.

▲ 2768

MIRL Rwy 18-36

Diagram of the approach procedure for runway 36, showing various angles, distances, and altitudes.

4200

PGO

113.5

1.9 NM to RW18

RW18

187°

3.00° TCH 40

CELE

HANUK

Procedure Turn NA

187°

2300

VGSI and decent angles not coincident.

1.9

3.8 NM

9.2 NM

CATEGORY	A	B	C	D
LNVA MDA	1020-1	569 (600-1)	1020-1½ 569 (600-1½)	NA
CIRCLING	1020-1	569 (600-1)	1040-1½ 589 (600-1½)	NA

APP CRS	Rwy Idg	4006
007°	TDZE	451
	Apt Elev	451

RNAV (GPS) RWY 36
POTEAU/ROBERT S. KERR (RKR)

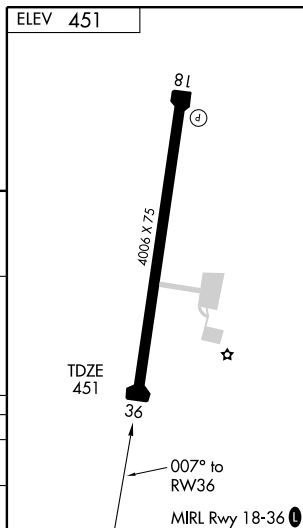
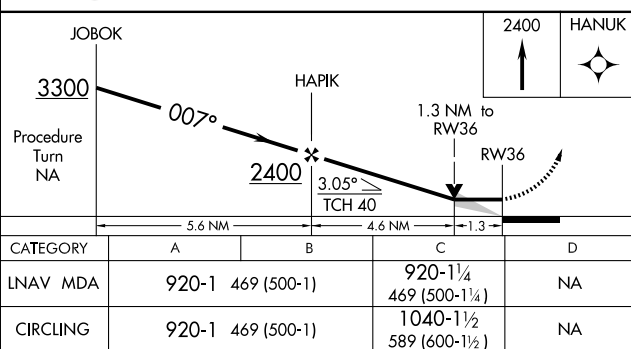
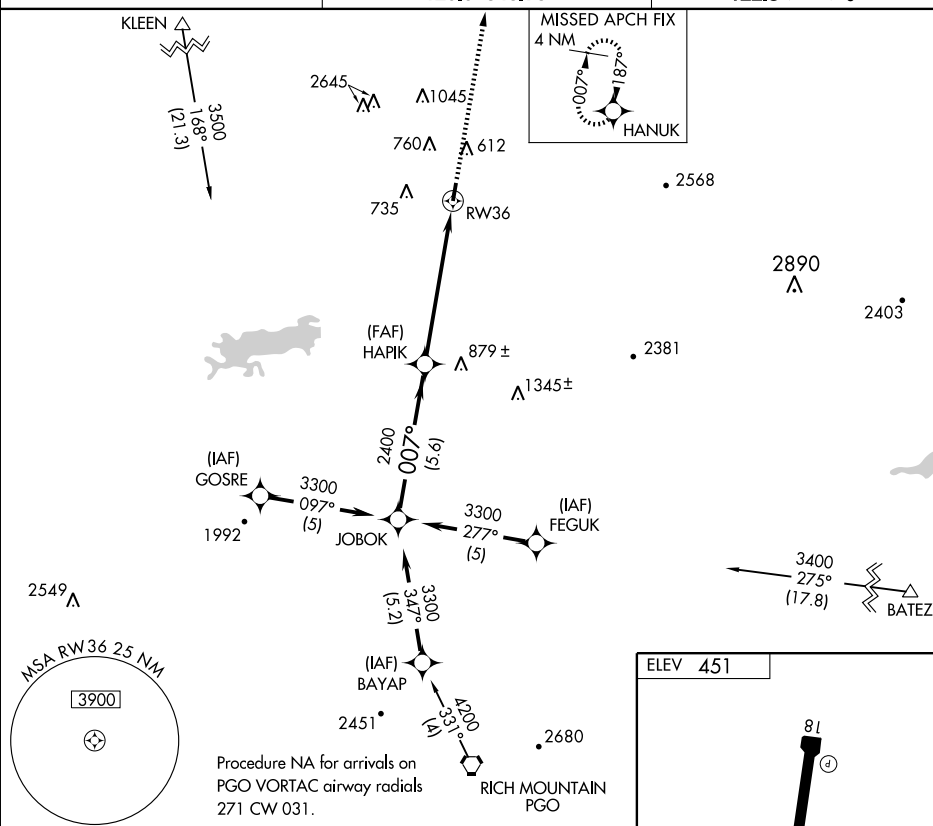


If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400
direct HANUK WP and hold.

AWOS-3
120,625

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) **L**

VORTAC PGO 113.5 Chan 82	APP CRS 354°	Rwy Idg TDZE Apt Elev	N/A N/A 451
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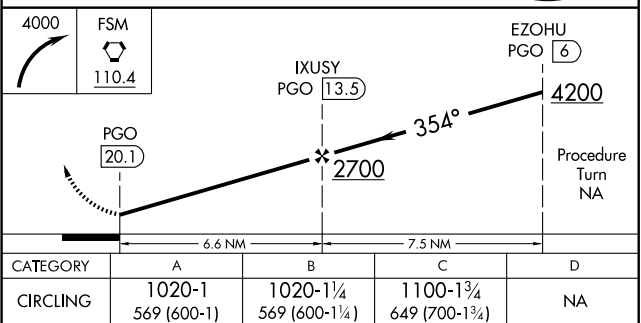
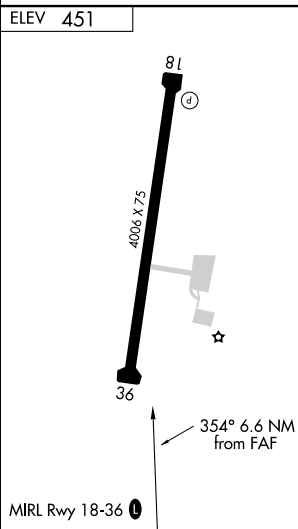
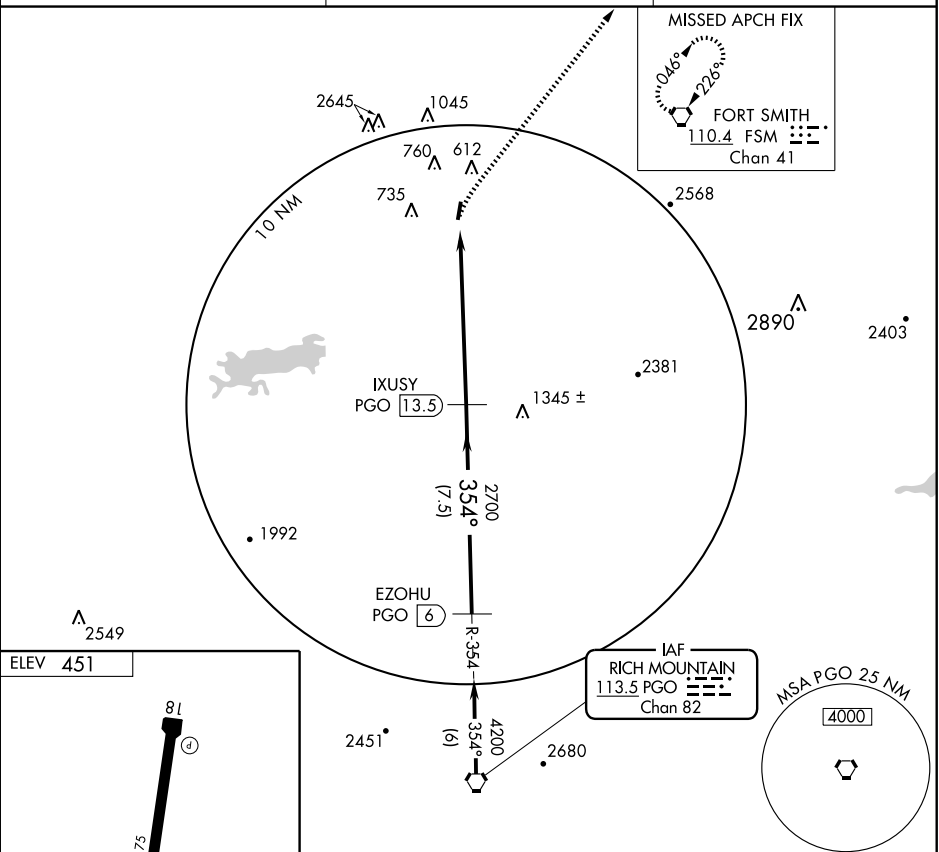
VOR/DME-A
POTEAU/ROBERT S. KERR (R.K.R.)

▼ MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold.

AWOS-3
120.625

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) 0



POND CREEK MUNI (2K1) 0 SW UTC-6(-5DT) N36°39.75' W97°48.52'

WICHITA

1061 NOTAM FILE MLC

RWY 17-35: 2320X430 (TURF)

RWY 17: Pole.

RWY 15-33: H1220X30 (ASPH)

RWY 15: Trees.

AIRPORT REMARKS: Unattended. Rwy 17-35 full width of rwy not maintained, use middle of rwy surface. Rwy 15-33 surface severe cracking and deterioration. Loose rock on rwy. Thld lghts NSTD all green lenses.

COMMUNICATIONS: CTAF 122.9

PORT OF CATOOSA HELIPORT (See CATOOSA)

POST N34°36.53' W98°24.23' NOTAM FILE MLC

DALLAS-FT WORTH

NDB (MHW) 425 PFL 354° 2.5 NM to Henry Post AAF (Fort Sill).

L-17C

POTEAU

ROBERT S. KERR (RKR) 2 S UTC-6(-5DT) N35°01.30' W94°37.28'

MEMPHIS

451 B S4 FUEL 100LL, JET A NOTAM FILE RKR

L-17D

RWY 18-36: H4006X75 (ASPH) S-27 MIRL

IAP

RWY 18: PAPI(P2L)-GA 2.75° TCH 38'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Fuel avbl 24 hrs with credit card. Ultralight activity on and in/ov arpt. Arpt bcn OTS indef.

ACTIVATE MIRL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (918) 647-4063.

COMMUNICATIONS: CTAF/UNICOM 122.8

RICH MOUNTAIN RCO 122.6 (MC ALESTER RADIO)

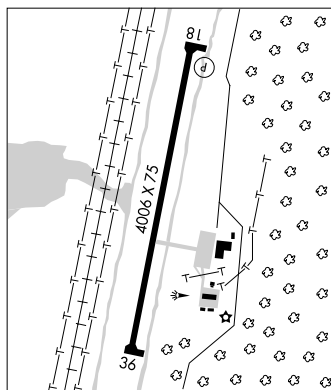
Ⓡ RAZORBACK APP/DEP CON 120.9 (1130-0500Z±)

MEMPHIS CENTER APP/DEP CON 126.1 (0500-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

RICH MOUNTAIN (L) VORTACW 113.5 PGO Chan 82 N34°40.83'

W94°36.54' 354° 20.4 NM to fld. 2700/4E.



PRAGUE MUNI (047) 2 W UTC-6(-5DT) N35°28.94' W96°43.12'

DALLAS-FT. WORTH

1042 B NOTAM FILE MLC

L-15E

RWY 17-35: H2757X60 (ASPH) S-4 MIRL 0.9% up N

IAP

RWY 17: PAPI(P2L). Road. RWY 35: PAPI(P2L)

AIRPORT REMARKS: Unattended. PAEW 200' south of AER 35. MIRL Rwy 17-35 preset low ints, to incr ints ACTIVATE—CTAF. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9 CTAF OTS indef.

Ⓡ FORT WORTH APP/DEP CON 132.2

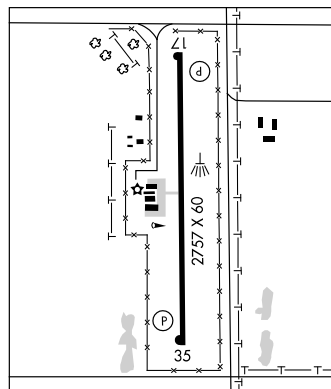
RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 073° 44.3 NM to fld. 1230/7E. HIWAS.

NDB (MHW) 314 GGU N35°31.00' W96°43.12' 174° 2.1

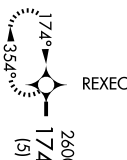
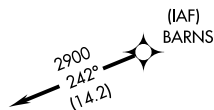
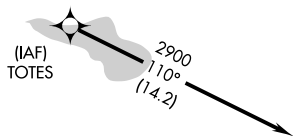
NM to fld. NOTAM FILE MLC.



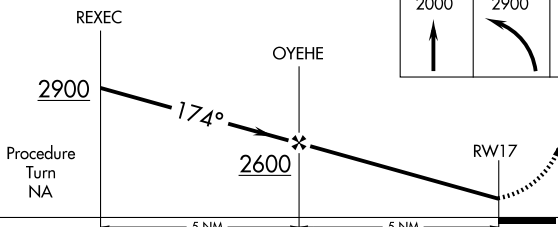
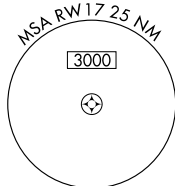
PRESO N35°45.32' W95°56.92' NOTAM FILE OKM.

DALLAS-FT WORTH

NDB (LOM) 388 OK 176° 5.2 NM to Okmulgee Rgnl.

APP CRS
174°Rwy Idg **2757**
TDZE **1042**
Apt Elev **1042****GPS RWY 17**
PRAGUE MUNI (O47)**▲** NA Use Oklahoma City/Will Rogers World
altimeter setting.MISSED APPROACH: Climb to 2000 then climbing left turn to
2900 direct REXEC and hold.FORT WORTH CENTER
132.2 338.35CTAF
122.9 01500 **▲**

RW17

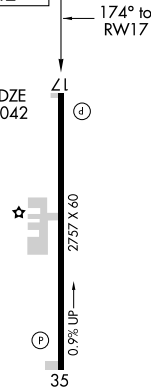
1293 **▲**1375 **▲**

2000

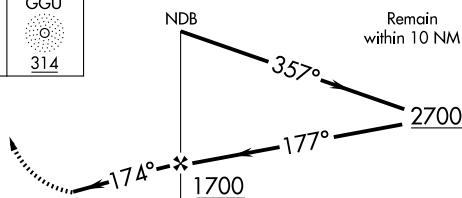
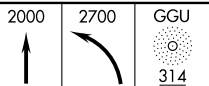
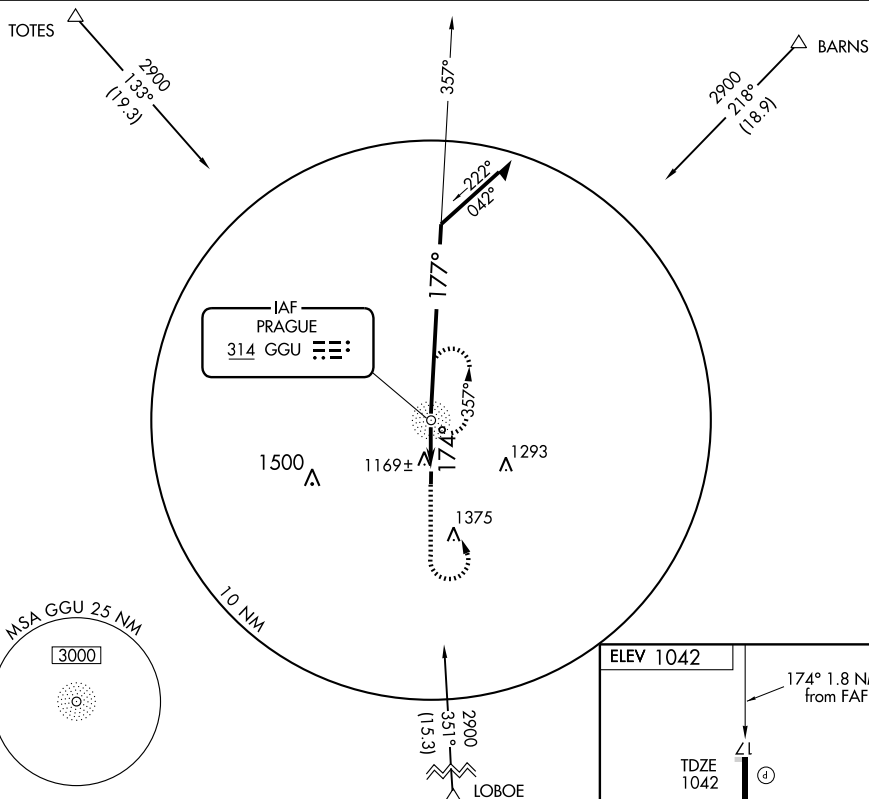
2900

REXEC

ELEV 1042

TDZE
1042MIRL Rwy 17-35 **0**

CATEGORY	A	B	C	D
S-17	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA
CIRCLING	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA

NDB GGU
314APP CRS
174°Rwy Idg **2757**
TDZE **1042**
Apt Elev **1042****NDB RWY 17**
PRAGUE MUNI (O47)▲ NA Use Oklahoma City/Will Rogers World
altimeter setting.MISSED APPROACH: Climb to 2000 then climbing left turn to
2700 direct GGU NDB and hold.FORT WORTH CENTER
132.2 338.35CTAF
122.9 0

ELEV 1042

174° 1.8 NM
from FAFTDZE
1042

MIRL Rwy 17-35 0

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

PRYOR

MID-AMERICA INDUSTRIAL (H71) 4 S UTC-6(-5DT) N36°13.52' W95°19.80'

622 B FUEL 100LL, JET A NOTAM FILE MLC

RWY 18-36: H5000X75 (ASPH) S-30 MIRL 0.4% up N

RWY 18: PAPI(P4L)—GA 3.0° TCH 32'.

RWY 36: PAPI(P4L)—GA 3.5° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Glider ops on and invof arpt on weekends. Fuel avbl 24 hrs with credit card. PAPI Rwy 36 OTS indef.

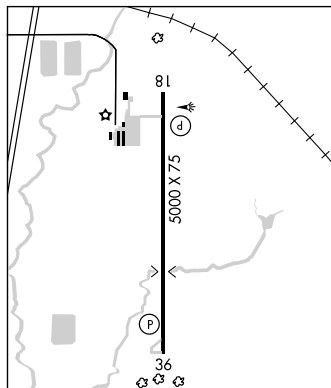
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ TULSA APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 077° 22.3 NM to fld. 770/8E.



KANSAS CITY

H-61, L-15E

IAP

PURCELL MUNI-STEVEN E. SHEPARD FLD (303) 2 SW UTC-6(-5DT)

N34°59.00' W97°22.96'

1143 B NOTAM FILE MLC

RWY 17-35: H3003X60 (ASPH) S-9.5 MIRL

RWY 35: Trees.

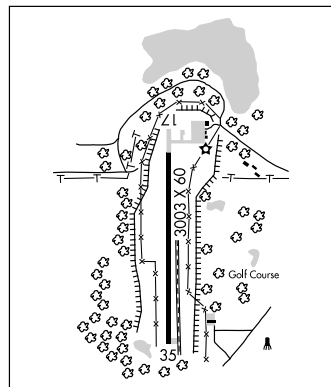
AIRPORT REMARKS: Unattended. MIRL Rwy 17-35 preset low ints, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 147° 25.1 NM to fld. 1230/7E. HIWAS.



DALLAS-FT. WORTH

L-17C

RICHARD LLOYD JONES JR (See TULSA)

RICH MOUNTAIN N34°40.83' W94°36.54' NOTAM FILE MLC

(L) **VORTACW** 113.5 PGO Chan 82 354° 20.4 NM to Robert S. Kerr. 2700/4E.

RCO 122.6 (MC ALESTER RADIO)

MEMPHIS

H-61, L-17D

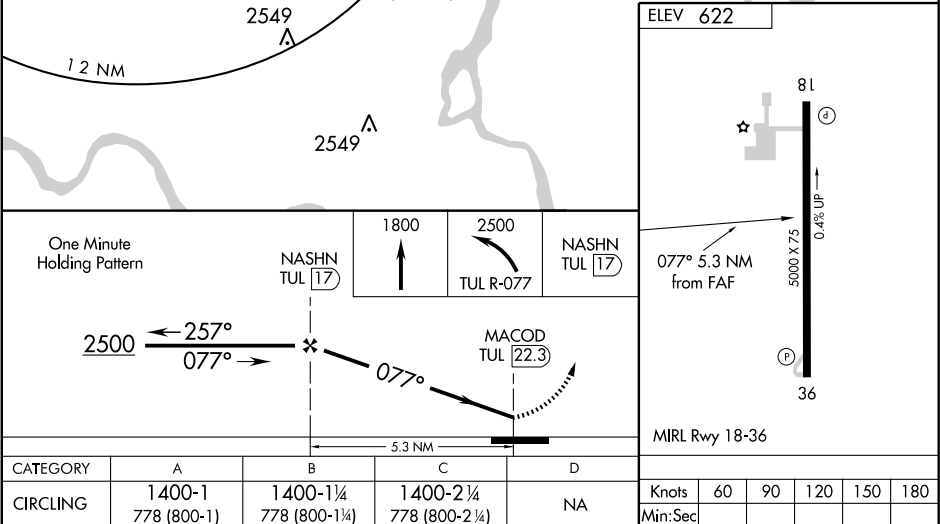
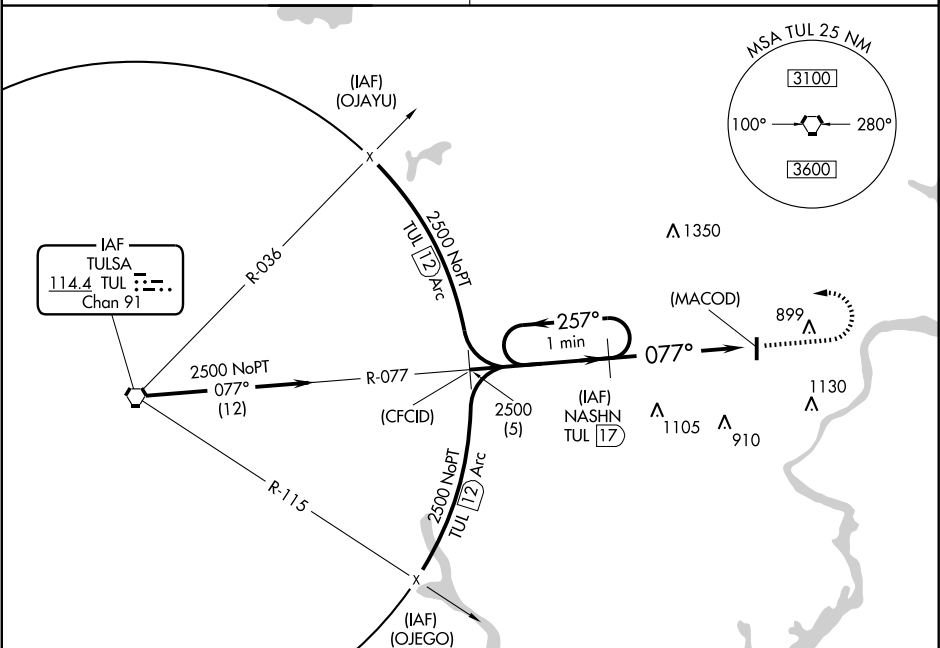
ROBERTS S. KERR (See POTEAU)

TUL VORTAC 114.4 Chan 91	APP CRS 077°	Rwy Idg TDZE Apt Elev	N/A N/A 622
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VOR/DME or GPS-A

PRYOR/MID-AMERICA INDUSTRIAL (H71)

<p>▼ ▲ NA</p> <p>Use Tulsa Intl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via TUL R-077 to NASHN/17 DME and hold.</p>
<p>TULSA APP CON 119.1 351.8</p>	<p>UNICOM 122.8 (CTAF)</p>



PRYOR, OKLAHOMA Orig 05188	PRYOR/MID-AMERICA INDUSTRIAL (H71) VOR/DME or GPS-A
-------------------------------	--

SALLISAW MUNI (JSV) 1 SW UTC-6(-5DT) N35°26.30' W94°48.18'

527 B S4 FUEL 100LL NOTAM FILE JSV

RWY 17-35: H4006X75 (ASPH) MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 46'. Tree.

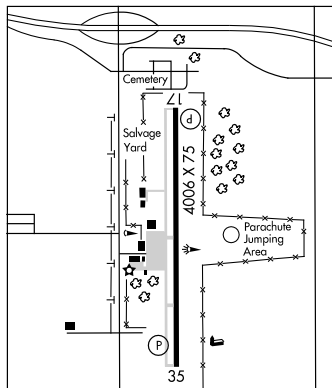
RWY 35: PAPI(P2L)—GA 2.5° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended federal holidays. Fuel avbl 24 hrs with major credit card. For additional svcs call 918-571-8772. Authorized access to terminal avbl after hrs call 918-571-8772. +200' tower/antenna 2.2 miles north on extended centerline. Cracking and spalling on twys and apron parking.

WEATHER DATA SOURCES: AWOS-3 118.475 (918) 775-4136.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **RAZORBACK APP/DEP CON** 120.9 (1130-0500Z†).**MEMPHIS CENTER APP/DEP CON** 126.1 (0500-1130Z†).**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.

FORT SMITH (L) VORTACW 110.4 FSM Chan 41 N35°23.31'
W94°16.29' 270° 26.2 NM to fld. 430/7E. **HIWAS.**

NDB (MHW) 520 IQS N35°23.92' W94°47.65' 345° 2.4 NM
to fld. NOTAM FILE JSV.

MEMPHIS**L-16F****IAP****SAM RIGGS AIRPARK** (See CLAREMORE)**SAND SPRINGS****WILLIAM R. POGUE MUNI** (OWP) 3 NW UTC-6(-5DT) N36°10.52' W96°09.11'

892 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MLC

RWY 17-35: H5799X100 (ASPH-PFC) T-30, D-58 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 31'.

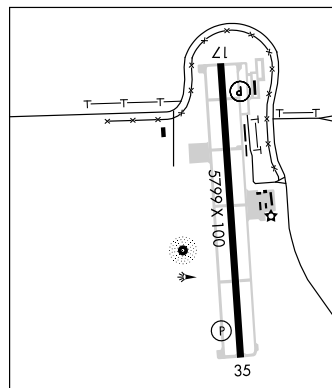
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 31'.

AIRPORT REMARKS: Attended Mon-Sat 1300-0100Z†, Sun 1500-0000Z†. Deer invof arpt. Calm wind Rwy 17. Rwy 17 rgt tfc for helicopters. Helicopter training west twy and west ramp. TPA fixed wing light acft 1901 (1009), turboprop and jet acft 2401(1509) and helicopters 1401(509).

WEATHER DATA SOURCES: AWOS-3 118.325 (918) 246-2635.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **TULSA APP/DEP CON** 124.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE RVS.

GLENNPOOL (T) VORW/DME 110.6 GNP Chan 43 N35°55.25'
W95°58.12' 324° 17.7 NM to fld. 810/6E.

WILLIAM POGUE NDB (MHW) 362 OWP N36°10.38'
W96°09.25' at fld. NOTAM FILE MLC. Unmonitored.

KANSAS CITY**H-6H, L-15E****IAP**

NDB IQS 520	APP CRS 343°	Rwy Idg TDZE Apt Elev	N/A N/A 527
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NDB-A
SALLISAW MUNI (JSV)

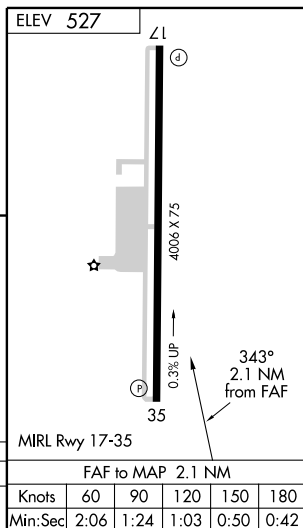
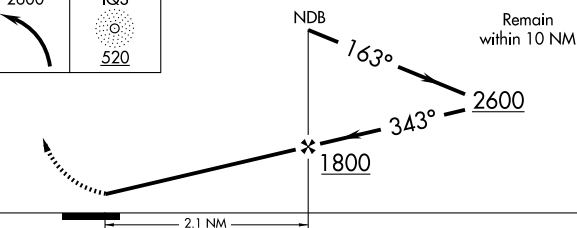
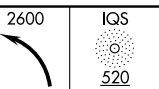
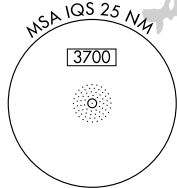
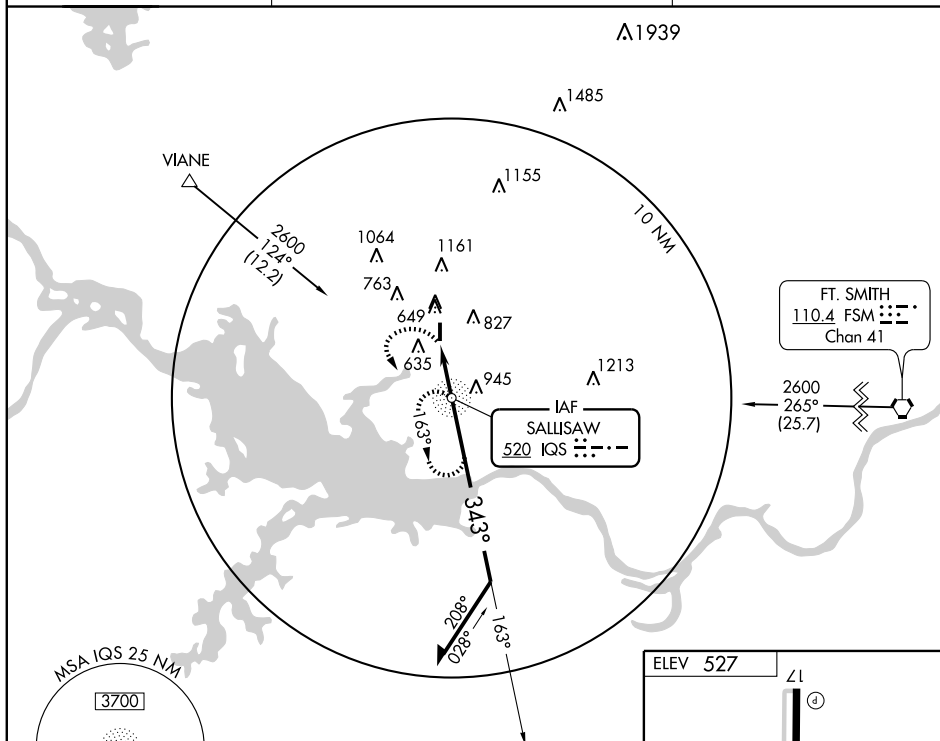


MISSED APPROACH: Climbing left turn
to 2600 direct IQS NDB and hold.

AWOS-3
118.475

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1140-1	613 (700-1)	1140-1¾ 613 (700-1¾)	NA

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

APP CRS
354°

Rwy Idg	4006
TDZE	527
Apt Elev	527

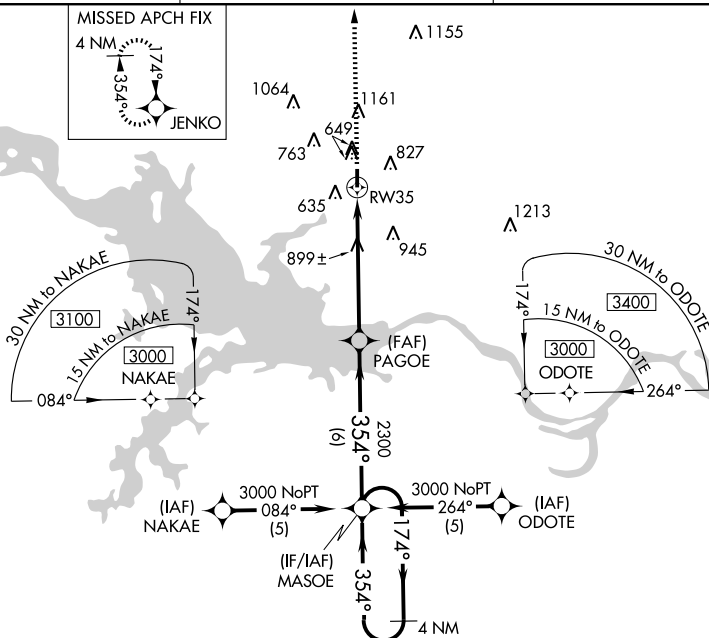
RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100
direct JENKO WP and hold.

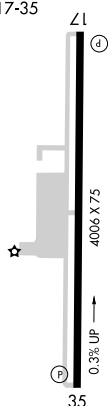
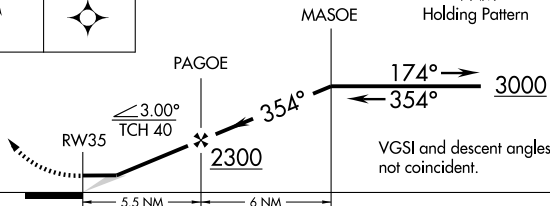
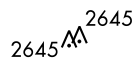
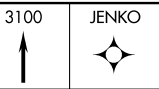
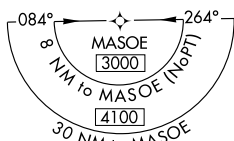
AWOS-3
118.475

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.7 (CTAF)

ELEV 527

MIRL Rwy 17-35

TDZE
527

CATEGORY	A	B	C	D
LNAY MDA	1160-1 633 (700-1)		1160-1 ³ / ₄ 633 (700-1 ³ / ₄)	NA
CIRCLING	1160-1 633 (700-1)		1160-1 ³ / ₄ 633 (700-1 ³ / ₄)	NA

SALLISAW MUNI (JSV) 1 SW UTC-6(-5DT) N35°26.30' W94°48.18'

527 B S4 FUEL 100LL NOTAM FILE JSV

RWY 17-35: H4006X75 (ASPH) MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 46'. Tree.

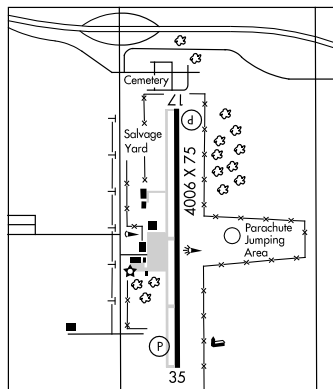
RWY 35: PAPI(P2L)—GA 2.5° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended federal holidays. Fuel avbl 24 hrs with major credit card. For additional svcs call 918-571-8772. Authorized access to terminal avbl after hrs call 918-571-8772. +200' tower/antenna 2.2 miles north on extended centerline. Cracking and spalling on twys and apron parking.

WEATHER DATA SOURCES: AWOS-3 118.475 (918) 775-4136.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **RAZORBACK APP/DEP CON** 120.9 (1130-0500Z†).**MEMPHIS CENTER APP/DEP CON** 126.1 (0500-1130Z†).**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.

FORT SMITH (L) VORTACW 110.4 FSM Chan 41 N35°23.31'
W94°16.29' 270° 26.2 NM to fld. 430/7E. **HIWAS.**

NDB (MHW) 520 IQS N35°23.92' W94°47.65' 345° 2.4 NM
to fld. NOTAM FILE JSV.

MEMPHIS**L-16F****IAP****SAM RIGGS AIRPARK** (See CLAREMORE)**SAND SPRINGS****WILLIAM R. POGUE MUNI** (OWP) 3 NW UTC-6(-5DT) N36°10.52' W96°09.11'

892 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MLC

RWY 17-35: H5799X100 (ASPH-PFC) T-30, D-58 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 31'.

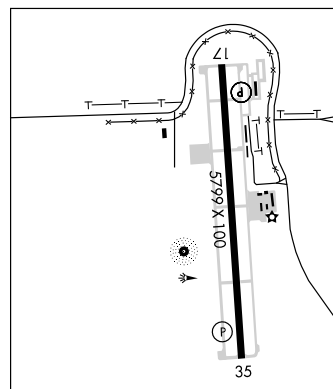
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 31'.

AIRPORT REMARKS: Attended Mon-Sat 1300-0100Z†, Sun 1500-0000Z†. Deer invof arpt. Calm wind Rwy 17. Rwy 17 rgt tfc for helicopters. Helicopter training west twy and west ramp. TPA fixed wing light acft 1901 (1009), turboprop and jet acft 2401(1509) and helicopters 1401(509).

WEATHER DATA SOURCES: AWOS-3 118.325 (918) 246-2635.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **TULSA APP/DEP CON** 124.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE RVS.

GLENNPOOL (T) VORW/DME 110.6 GNP Chan 43 N35°55.25'
W95°58.12' 324° 17.7 NM to fld. 810/6E.

WILLIAM POGUE NDB (MHW) 362 OWP N36°10.38'
W96°09.25' at fld. NOTAM FILE MLC. Unmonitored.

KANSAS CITY**H-6H, L-15E****IAP**

NDB OWP 362	APP CRS 340°	Rwy Idg TDZE Apt Elev	5799 891 891
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NDB RWY 35

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

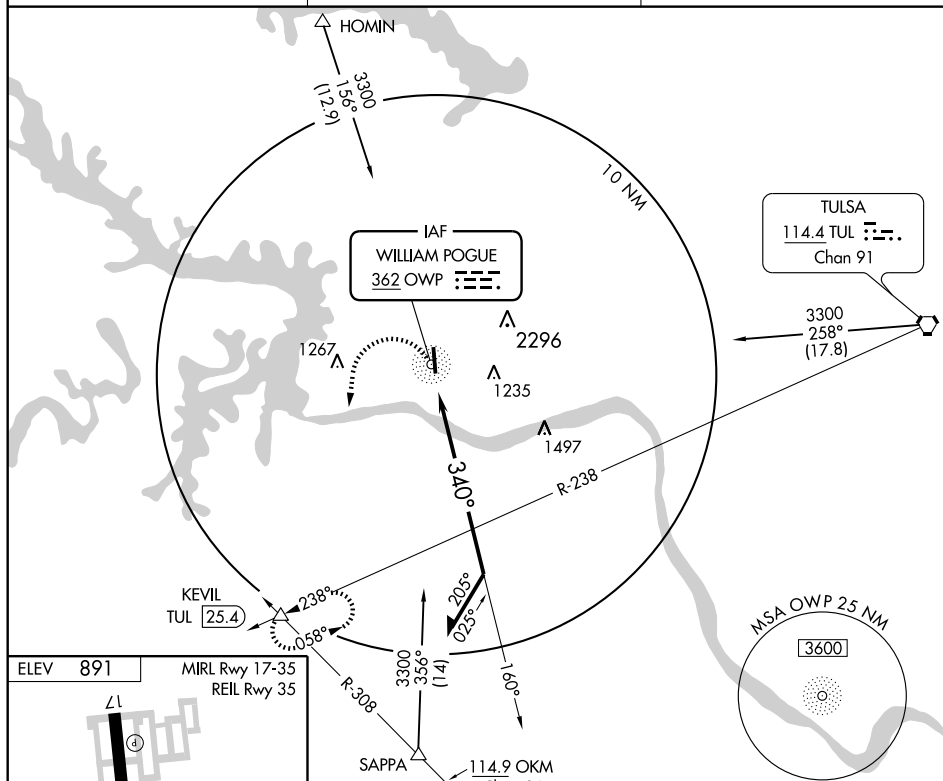
NA When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

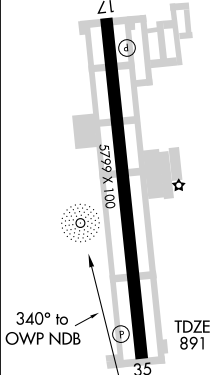
AWOS-3
118.325

TULSA APP CON
124.0 338.3

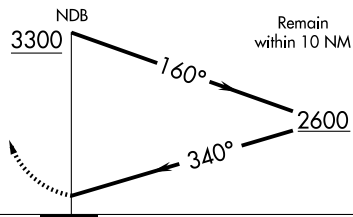
UNICOM
122.7 (CTAF)



ELEV **891** MRL Rwy 17-35
REIL Rwy 35



KEVIL
△
HDG 190°
TUL R-238



CATEGORY	A	B	C	D
S-35	1520-1	629 (700-1)	1520-1 ³ / ₄ 629 (700-1 ³ / ₄)	NA
CIRCLING	1520-1	629 (700-1)	1520-1 ³ / ₄ 629 (700-1 ³ / ₄)	NA

APP CRS
169°Rwy ldg **5799**
TDZE **889**
Apt Elev **892****RNAV (GPS) RWY 17**

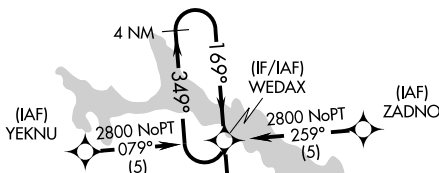
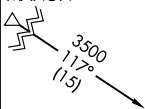
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.
 ▲ NA Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

AWOS-3
118.325TULSA APP CON
124.0 338.3UNICOM
122.7 (CTAF)

MANON



(IF/IAF) WEDAX
2800 NoPT (5)
169°
(6.5)

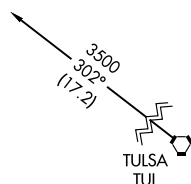
(FAF) BLANY

Δ 1149 ±

RW17 Δ 2296

Δ 1235

Δ 1497



Procedure NA for arrivals at TUL VORTAC on airway radials 253 CW 358.

ELEV 892

169° to RW17

TDZE 889

Z1

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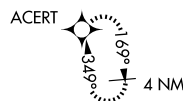
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MIRL Rwy 17-35
REIL Rwy 35

MISSED APCH FIX

4 NM
Holding Pattern

VGSI and descent angles not coincident.

WEDAX

2800

ACERT

2800

← 349°

169° →

BLANY

2400

1.5 NM
to RW17

RW17

3.04°
TCH 45

6.5 NM

3.1 NM

1.5 NM

CATEGORY

A

B

C

D

LNAV MDA

1400-1

511 (600-1)

1400-1½

511 (600-1½)

NA

CIRCLING

1440-1

548 (600-1)

1440-1½

548 (600-1½)

NA

SAND SPRINGS, OKLAHOMA

Orig 09071

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

36°11'N-96°09'W

RNAV (GPS) RWY 17

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 57912 W35A	APP CRS 349°	Rwy Idg TDZE Apt Elev	5799 892 892
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RNAV (GPS) RWY 35

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

▼ Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct WEDAX and hold.

AWOS-3
118.325

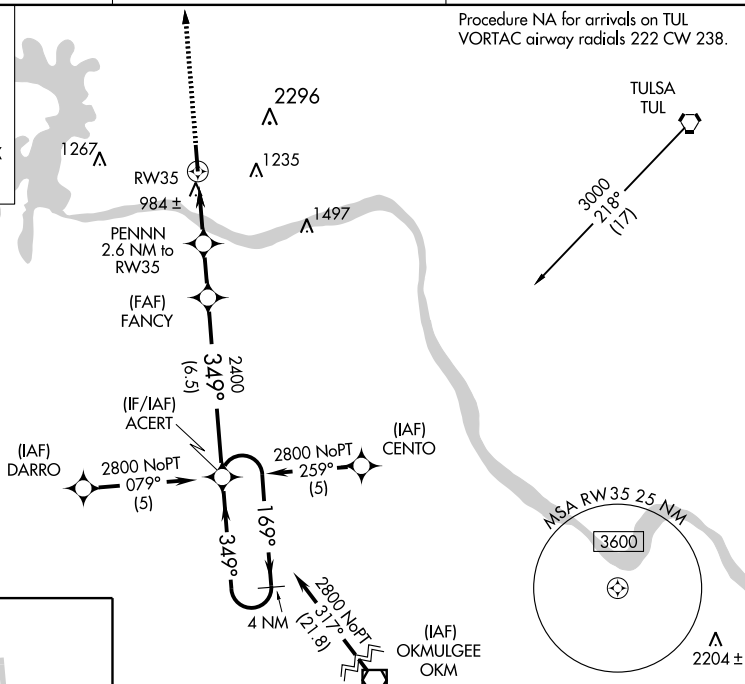
TULSA APP CON
124.0 338.3

UNICOM
122.7 (CTAF)

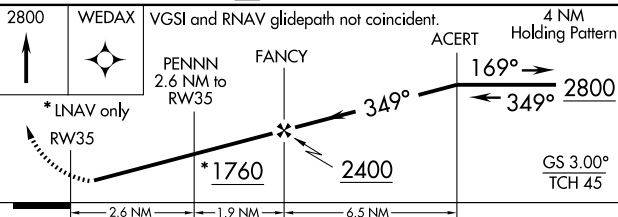
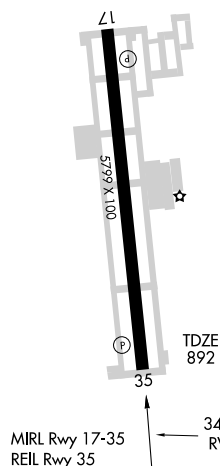
MISSED APCH FIX



Procedure NA for arrivals on TUL
VORTAC airway radials 222 CW 238.



ELEV 892



CATEGORY	A	B	C	D
LPV DA	1202-1	310 (400-1)		NA
LNAV/VNAV DA	1317-1½	425 (500-1½)		NA
LNAV MDA	1240-1	348 (400-1)		NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

VOR/DME GNP
110.6
Chan **43**

APP CRS
144°

Rwy Idg
TDZE
Apt Elev
892

N/A
N/A
892

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

VOR/DME-A

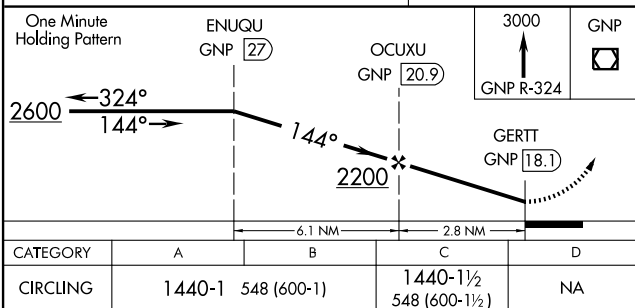
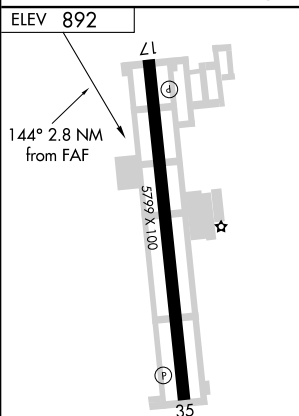
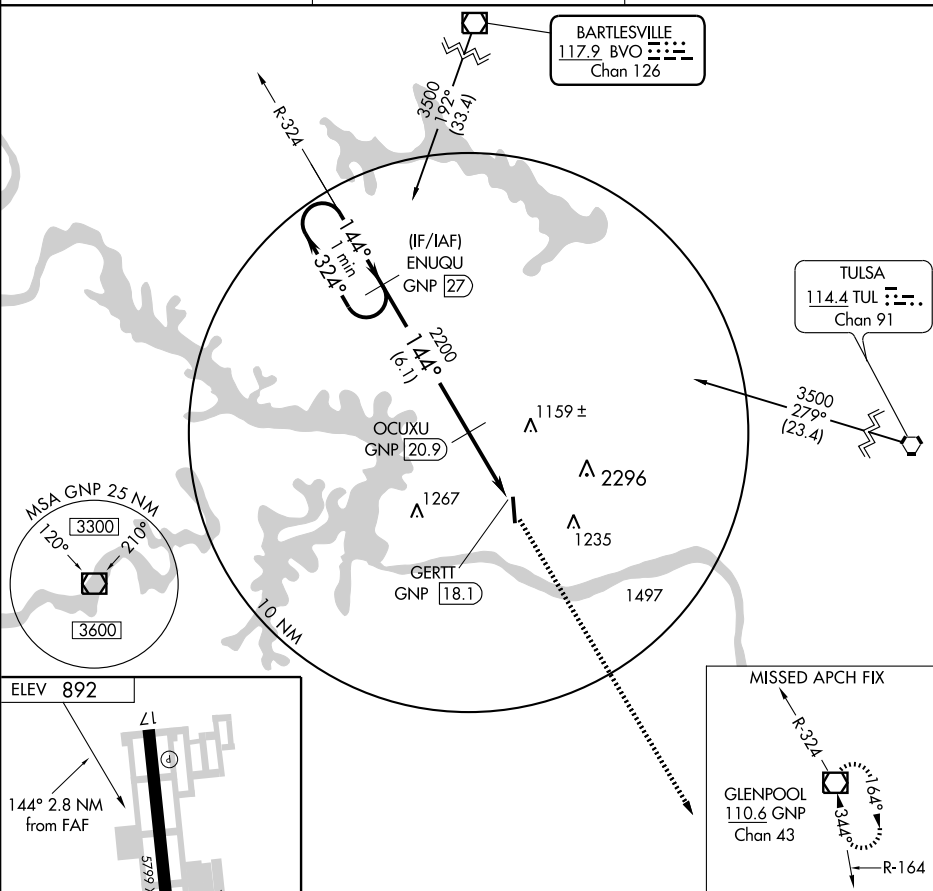
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3
118.325

TULSA APP CON
124.0 338.3

UNICOM
122.7 (CTAF)



REIL Rwy 35
MIRL Rwy 17-35

SAND SPRINGS, OKLAHOMA

Amdt 3A 23SEP10

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

36°11'N - 96°09'W

VOR/DME-A

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

SAYRE MUNI (304) 7 S UTC-6(-5DT) N35°10.05' W99°39.47'

DALLAS-FT. WORTH

H-6H, L-15C

1937 B NOTAM FILE MLC

RWY 17-35: H5017X130 (CONC) S-30 MRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 54'. Thld dsplcd 351'. Fence.

RWY 35: Thld dsplcd 374'.

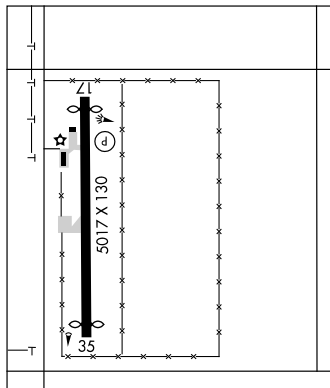
AIRPORT REMARKS: Unattended. Rwy 17 thld dsplcd day VFR only. Rwy 35 thld dsplcd day VFR only. Rotating bcn OTS indef. Windsock lgt OTS indef. MRL Rwy 17-35 preset low ints dusk-0430Z± after 0430Z± ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RCO 122.1R 115.2T (MC ALESTER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

(L) VORTAC 115.2 SYO Chan 99 N35°20.71' W99°38.12'
176° 10.7 NM to fld. 1990/10E.

**SCOTT FLD** (See MANGUM)**SEILING** (1S4) 0 NW UTC-6(-5DT) N36°09.30' W98°56.02'

WICHITA

1746 NOTAM FILE MLC

RWY 17-35: H2435X38 (ASPH) LIRL

RWY 17: TRCV(TRIL)—GA 4.50° TCH 16'.

RWY 35: TRCV(TRIL)—GA 6.50° TCH 23'. Bldg.

AIRPORT REMARKS: Unattended. 496' AGL unlighted tower 18 NM south of arpt. Single wheel gross weight less than 4000 lbs. Rwy 17-35 rough and bumpy with moderate grass encroachment on sfc. Rwy 17 TRIL OTS indef. Rwy 35 TRIL OTS indef. Rwy 17-35 LIRL OTS indef. ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9**SEMINOLE MUNI** (SRE) 3 N UTC-6(-5DT) N35°16.48' W96°40.51'

DALLAS-FT. WORTH

H-6H, L-15E

IAP

1024 B S4 FUEL 100LL, JET A NOTAM FILE SRE

RWY 16-34: H5000X75 (ASPH) S-16 MRL 0.5% up NW

RWY 16: REIL. PAPI (P4L)—GA 3.0° TCH 47'. Trees.

RWY 34: REIL. PAPI (P4L)—GA 3.0° TCH 31'. P-line. Rgt tfc.

RWY 05-23: 2000X150 (TURF) 0.9% up NE

RWY 05: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Rwy 05-23 extremely rough. Gopher holes, mounds and tall grass on surface. Rwy 16-34 numbers and centerline not visible. Rotating bcn OTS indef. PAPI Rwy 16 OTS indef. PAPI Rwy 34 OTS indef. MRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.625 (405) 382-0111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

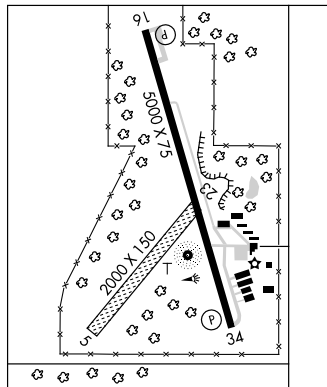
® FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'
W95°46.94' 292° 50.8 NM to fld. 820/8E. HIWAS.

NDB (MHW) 278 SRE N35°16.31' W96°40.49' at fld.

NOTAM FILE SRE. Monitored dalgt hrs.



SRE NDB 278	APP CRS 162°	Rwy Idg TDZE Apt Elev	5000 1024 1024
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NDB RWY 16

SEMINOLE MUNI (SRE)

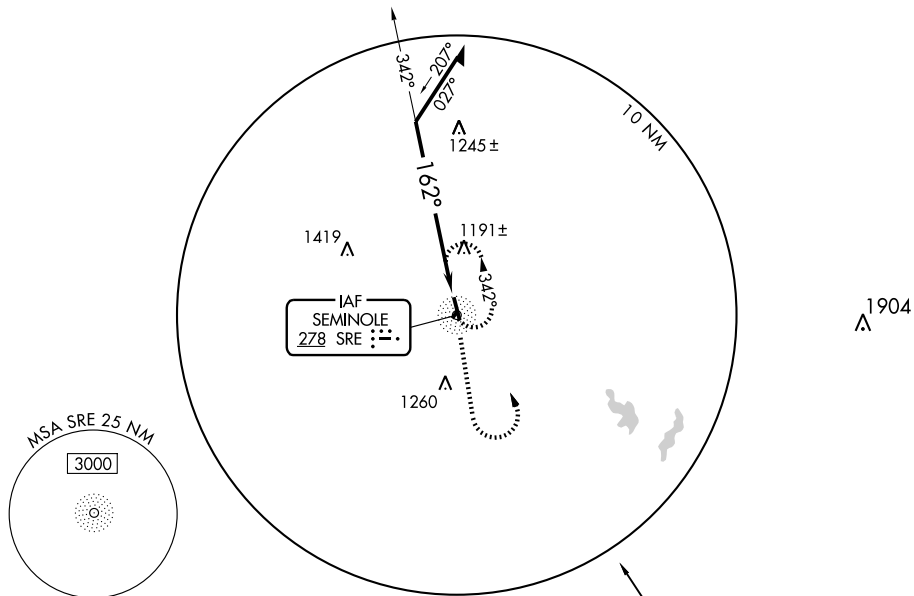
NA If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

AWOS-3
118.625

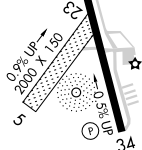
FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) **0**



ELEV 1024

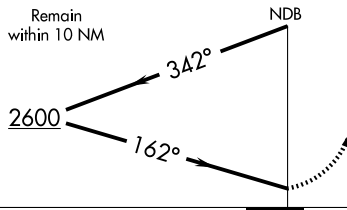
91° TDZE 1024
162° to SRE NDB



REIL Rwy 16-34
MIRL Rwy 16-34 **0**

Knots	60	90	120	150	180
Min:Sec					

Remain
within 10 NM



2000 ↑	2600 ↶	SRE 278
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CATEGORY	A	B	C	D
S-16	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA
CIRCLING	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA

APP CRS
160°Rwy Idg **5000**
TDZE **1024**
Apt Elev **1024****RNAV (GPS) RWY 16**

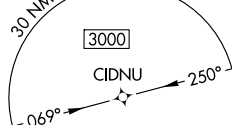
SEMINOLE MUNI (SRE)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

▲ MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3
118.625FORT WORTH CENTER
132.2 338.35UNICOM
122.8 (CTAF) 0

30 NM to CIDNU (NoPT)



5 NM

160°

340°

(IF/IAF)
CIDNU

3000 NoPT

250° (5)

(IAF)
YOPUL(IAF)
ZINOL

3000 NoPT

069° (5)

2500

160° (6:1)

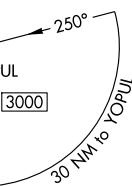
(FAF)
AGRAS

RW16

1260

1419

1191 ±



1904

ELEV 1024

160° to
RW16

91

TDZE
1024

5000 X 75

2

0.2% Up

2000 X 150

0.5% Up

34

FANAD

160°

340°

5 NM

5 NM
Holding Pattern

CIDNU

3000

FANAD

3000

340°

160°

160°

AGRAS

2500

3.04°

TCH 45

RW16

VGSI and descent angles not coincident.

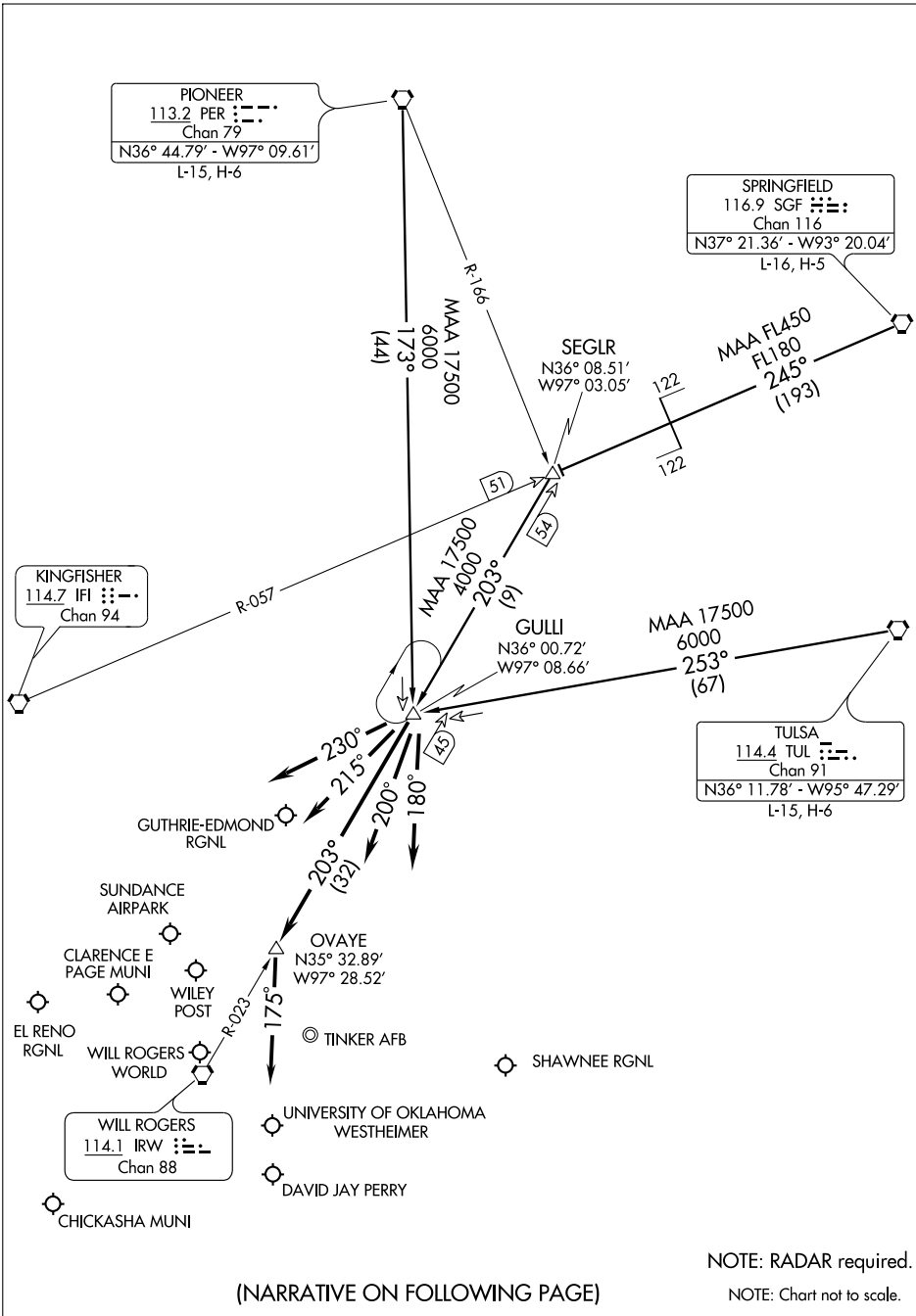
6.1 NM

4.4 NM

REIL Rwy 16-34
MIRL Rwy 16-34 0

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-HNQ 108.75	APP CRS 174°	Rwy Idg TDZE Apt Elev	5997 1073 1073
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ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

NA When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet; increase visibility S-LOC 17 Cat C ¼ mile.



MISSED APPROACH: Climb to 1600 then climbing right turn to 2800 direct SUYBE LOM and hold.

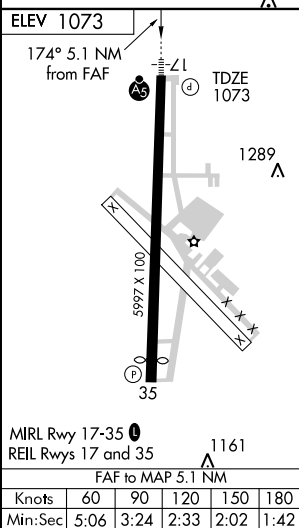
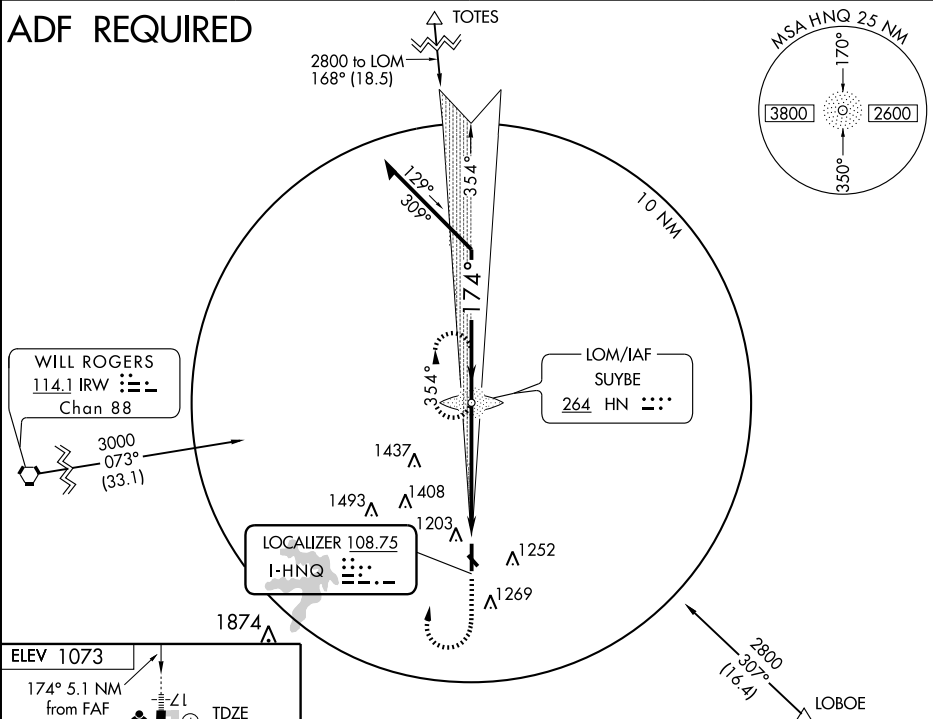
AWOS-3
118.275

OKE CITY APP CON
120.45 288.325

GCO
121.725

UNICOM
122.7 (CTAF)

ADF REQUIRED



1600	2800	HN		
VGS and ILS glide-path not coincident.		LOM	2758	354°
		2800	174°	2800
		2800		GS 3.00° TCH 58
		5.1 NM		
Remain within 10 NM				
CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1540-½	467 (500-½)	1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1	527 (600-1)	1600-½ 527 (600-½)	NA

WAAS CH 86919 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5997 1073 1073
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RNAV (GPS) RWY 17

SHAWNEE RGNL (SNL)

⚠ Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MALSR



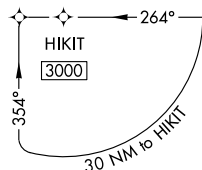
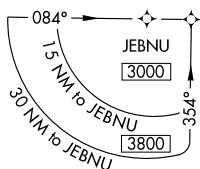
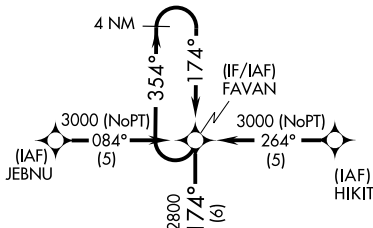
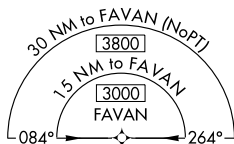
MISSED APPROACH: Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

AWOS-3
118.275

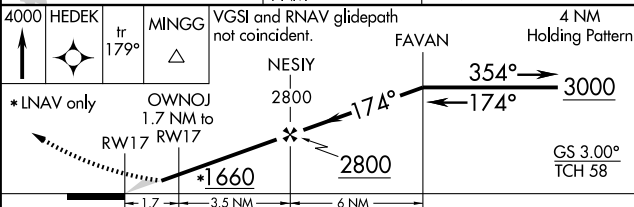
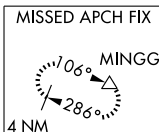
OKE CITY APP CON
120.45 288.325

GCO
121.725

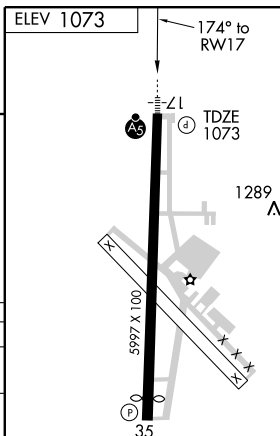
UNICOM
122.7 (CTAF)



1874



CATEGORY	A	B	C	D
LPV DA	1273-1/2	200 (200-1/2)		NA
LNAV/VNAV DA	1447-3/4	374 (400-3/4)		NA
LNAV MDA	1540-1/2	467 (500-1/2)	1540-3/4 467 (500-3/4)	NA
CIRCLING	1600-1	527 (600-1)	1600-1 1/2 527 (600-1 1/2)	NA



MIRL Rwy 17-35
REIL Rwy 17 and 35

RNAV (GPS) RWY 35
SHAWNEE RGNL (SNL)

MISSED APPROACH:
Climb to 3000 direct
FAVAN and hold.

3000 VAVAN

4 NM Holding Pattern

*LNAV only

IVICE 2.1 NM to RW35

BIGOH 2800

JISOD

174° →

← 354° 3000

GS 3.00° TCH 47

2800

354°

2.1 3.1 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1317-1	250 (300-1)		NA
LNAV/VNAV DA	1565-1 $\frac{3}{4}$	498 (500-1 $\frac{3}{4}$)		NA
LNAV MDA	1520-1	453 (500-1)	1520-1 $\frac{1}{4}$ 453 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1600-1	527 (600-1)	1600-1 $\frac{1}{2}$ 527 (600-1 $\frac{1}{2}$)	NA

STIGLER RGNL (GZL) 3 NE UTC-6(-5DT) N35°17.35' W95°05.63'

599 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3606X60 (ASPH) S-12.5 LIRL

RWY 17: VASI(V2L). Thld displcd. 95'. P-line.

RWY 35: VASI(V2L). Trees.

AIRPORT REMARKS Unattended. For fuel contact police 918-967-3377.

ACTIVATE LIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (918) 967-8982.**COMMUNICATIONS:** CTAF 122.9

FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE FSM.

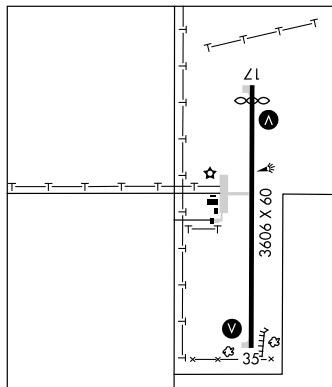
FORT SMITH (L) VORTACW 110.4 FSM Chan 41 N35°23.31'

W94°16.29' 255° 40.8 NM to fld. 430/7E.

DALLAS-FT. WORTH

L-15E

IAP

**STILLWATER RGNL** (SWO) 3 NW UTC-6(-5DT) N36°09.67' W97°05.14'

1000 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

NOTAM FILE SWO

RWY 17-35: H7401X100 (ASPH-GRVD) S-100, D-157, 2S-175, 2D-310 MIRL 0.5% up N

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 48'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 26'.

RWY 04-22: H5002X75 (ASPH) S-34, D-50 MIRL 0.5% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 35'. Ground.

RWY 22: VASI(V4L)—GA 3.0° TCH 35'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 17: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

RWY 22: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 35: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

AIRPORT REMARKS: Attended 1300-0400Z†. For fuel after hrs ctc 405-377-5326. 24 hrs PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 405-372-7881/6760. Class IV, ARFF Index A. ARFF Index C avbl by prior arrangement. ARFF index B maintained. TPA 1800(800) for light acft, 2500(1500) for turbo prop and jets. REIL. MIRL Rwy 04-22 and Rwy 17-35 preset low ints; to increase ints and ACTIVATE MALSR Rwy 17 and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 135.725 (405) 743-8150.**COMMUNICATIONS:** CTAF 125.35 UNICOM 122.95

RCO 122.3 (MC ALESTER RADIO)

RCO 122.1R 108.4T (MC ALESTER RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 128.3

TOWER 125.35 (1400-0200Z†) GND CON 121.6

AIRSPACE: CLASS D svc 1400-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SWO.

(T) VORW/DME 108.4 SWO Chan 21 N36°13.46' W97°04.88' 176° 3.8 NM to fld. 1020/7E.

BLAKI NDB (LOM) 255 SW N36°14.17' W97°05.24' 174° 4.5 NM to fld.

ILS/DME 109.15 I-SWO Chan 28(Y) Rwy 17. Class IE. LOM BLAKI NDB. ILS unmonitored when twr clsd.

STROUD MUNI (SUD) 3 N UTC-6(-5DT) N35°47.38' W96°39.34'

900 NOTAM FILE MLC

RWY 18-36: H3000X60 (ASPH) S-12.5 MIRL

RWY 18: PAPI(P2L) Trees.

RWY 36: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKM.

OKMULGEE (H) VORW/DME 114.9 OKM Chan 96 N35°41.59' W95°51.96' 271° 39 NM to fld. 766/8E.

DALLAS-FT. WORTH

L-15E

SUNDANCE AIRPARK (See OKLAHOMA CITY)

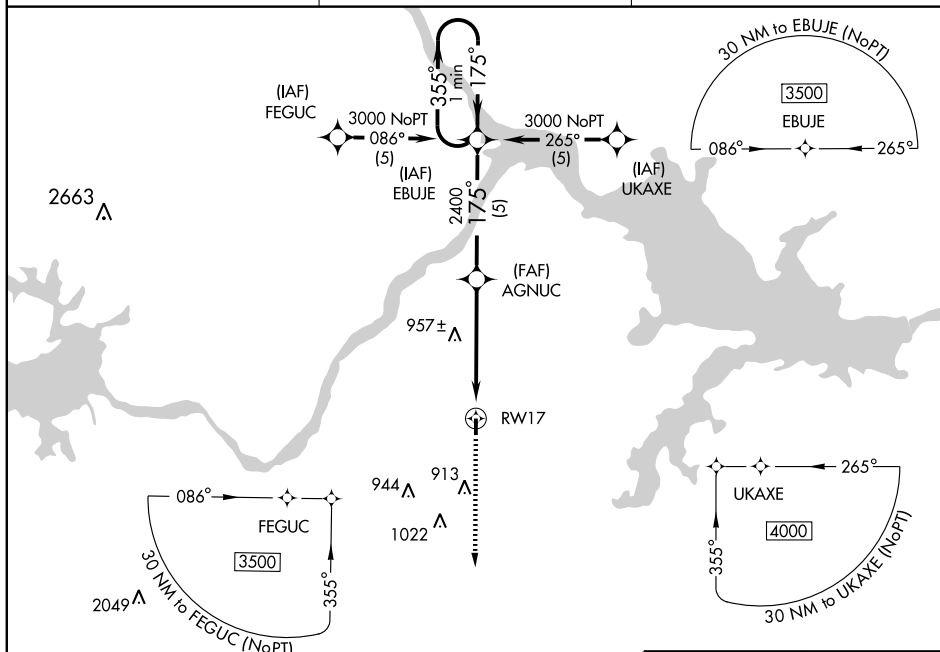
APP CRS 175°	Rwy Idg TDZE Apt Elev	3511 598 598
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GPS RWY 17
STIGLER RGNL (GZL)

A NA	Use Fort Smith altimeter setting.	MISSED APPROACH: Climb to 3300 direct ELKVI WP and hold.
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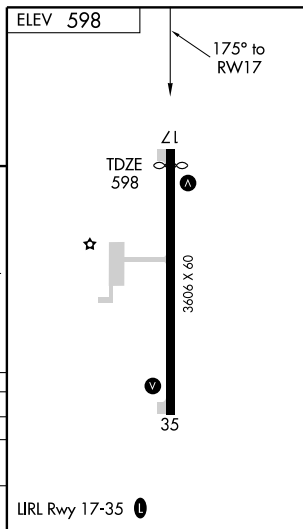
AWOS-3
118.575

FORT WORTH CENTER
132.2 338.35

CTAF
122.9 **L**

3300	ELKVI
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CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-17	1360-1 762 (800-1)	1360-1¼ 762 (800-1 ¼)		NA
CIRCLING	1360-1 762 (800-1)	1360-1¼ 762 (800-1 ¼)		NA



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

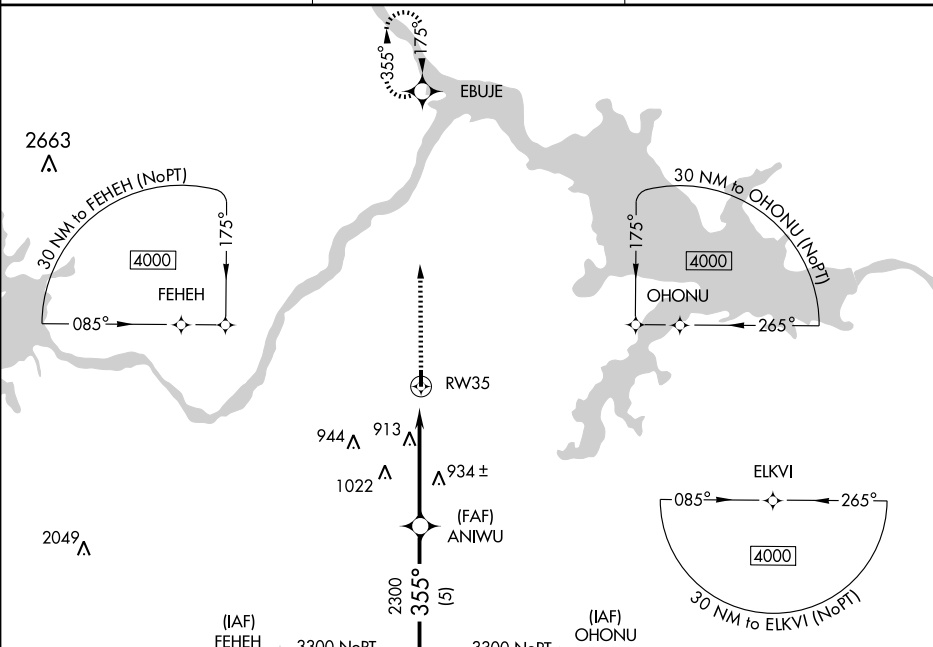
APP CRS 355°	Rwy Idg TDZE Apt Elev	3606 598 598
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GPS RWY 35
STIGLER RGNL (GZL)

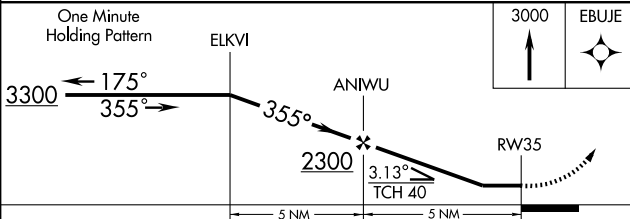
A NA	Use Fort Smith altimeter setting.	MISSED APPROACH: Climb to 3000 direct EBUJE WP and hold.
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AWOS-3
118.575

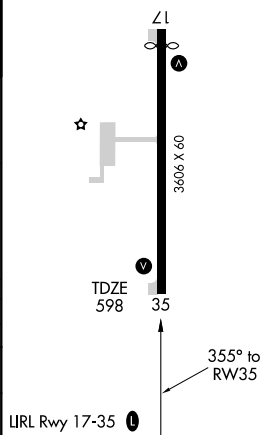
FORT WORTH CENTER
132.2 338.35

CTAF
122.9 **L**

ELEV 598



CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-35	1340-1 742 (800-1)	1340-1 ¼ 742 (800-1 ¼)		NA
CIRCLING	1340-1 742 (800-1)	1340-1 ¼ 742 (800-1 ¼)		NA



AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMAASOS
135.725
STILLWATER TOWER ★
125.35
GND CON
121.6

D

FIELD
ELEV
1000

ZL 1033 ±

175.2°

RWY 04-22
S-34, D-50
RWY 17-35
S-100, D-157, 2S-175, 2D-310

36°10' N

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

VAR 4.3° E

ELEV
984

5002 X 75

220.2°

HANGAR

OSU FLIGHT
DEPARTMENT
HANGAR

HANGARS

FBO

36°09.5' N

FBO HANGAR

HANGAR

CONTROL TOWER/
TERMINAL

FIRE STATION

HANGAR

HANGARS

ELEV
960

040.2°

0.5% UP

7401 X 100

0.5% UP

355.2°

97°05.5' W

ELEV
964

97°05' W

36°09' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

STILLWATER, OKLAHOMA
STILLWATER RGNL (SWO)

STIGLER RGNL (GZL) 3 NE UTC-6(-5DT) N35°17.35' W95°05.63'

599 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3606X60 (ASPH) S-12.5 LIRL

RWY 17: VASI(V2L). Thld displcd. 95'. P-line.

RWY 35: VASI(V2L). Trees.

AIRPORT REMARKS Unattended. For fuel contact police 918-967-3377.

ACTIVATE LIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (918) 967-8982.**COMMUNICATIONS:** CTAF 122.9

FORT WORTH CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE FSM.

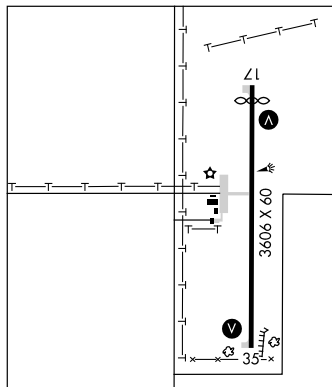
FORT SMITH (L) VORTACW 110.4 FSM Chan 41 N35°23.31'

W94°16.29' 255° 40.8 NM to fld. 430/7E.

DALLAS-FT. WORTH

L-15E

IAP

**STILLWATER RGNL** (SWO) 3 NW UTC-6(-5DT) N36°09.67' W97°05.14'

1000 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

NOTAM FILE SWO

RWY 17-35: H7401X100 (ASPH-GRVD) S-100, D-157, 2S-175, 2D-310 MIRL 0.5% up N

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 48'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 26'.

RWY 04-22: H5002X75 (ASPH) S-34, D-50 MIRL 0.5% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 35'. Ground.

RWY 22: VASI(V4L)—GA 3.0° TCH 35'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 17: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

RWY 22: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 35: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

AIRPORT REMARKS: Attended 1300-0400Z†. For fuel after hrs ctc 405-377-5326. 24 hrs PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 405-372-7881/6760. Class IV, ARFF Index A. ARFF Index C avbl by prior arrangement. ARFF index B maintained. TPA 1800(800) for light acft, 2500(1500) for turbo prop and jets. REIL. MIRL Rwy 04-22 and Rwy 17-35 preset low ints; to increase ints and ACTIVATE MALSR Rwy 17 and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 135.725 (405) 743-8150.**COMMUNICATIONS:** CTAF 125.35 UNICOM 122.95

RCO 122.3 (MC ALESTER RADIO)

RCO 122.1R 108.4T (MC ALESTER RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 128.3

TOWER 125.35 (1400-0200Z†) GND CON 121.6

AIRSPACE: CLASS D svc 1400-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SWO.

(T) VORW/DME 108.4 SWO Chan 21 N36°13.46' W97°04.88' 176° 3.8 NM to fld. 1020/7E.

BLAKI NDB (LOM) 255 SW N36°14.17' W97°05.24' 174° 4.5 NM to fld.

ILS/DME 109.15 I-SWO Chan 28(Y) Rwy 17. Class IE. LOM BLAKI NDB. ILS unmonitored when twr clsd.

STROUD MUNI (SUD) 3 N UTC-6(-5DT) N35°47.38' W96°39.34'

900 NOTAM FILE MLC

RWY 18-36: H3000X60 (ASPH) S-12.5 MIRL

RWY 18: PAPI(P2L) Trees.

RWY 36: PAPI(P2L). Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKM.

OKMULGEE (H) VORW/DME 114.9 OKM Chan 96 N35°41.59' W95°51.96' 271° 39 NM to fld. 766/8E.

DALLAS-FT. WORTH

L-15E

SUNDANCE AIRPARK (See OKLAHOMA CITY)

LOC I-SWO 109.15 Chan 28(Y)	APP CRS 174°	Rwy Idg TDZE Apt Elev 7401 1000 1000
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ILS or LOC RWY 17

STILLWATER RGNL (SWO)

▲ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting.



MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

ASOS
135.725

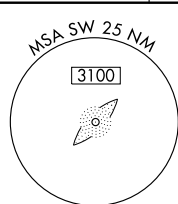
KANSAS CITY CENTER
128.3 291.7

STILLWATER TOWER ★
125.35 (CTAF) 0

GND CON
121.6

UNICOM
122.95

ADF REQUIRED

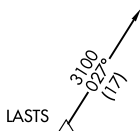


3000 to LOM
167° (30.8)

PIONEER
113.2 PER ---
Chan 79

LOM/IAF
BLAKI
255 SW ---
I-SWO [5.2]

LOCALIZER 109.15
I-SWO ---
Chan 28(Y)



Remain
within 10 NM

VGSI and ILS glidepath
not coincident.

GS 3.00°
TCH 45

BLAKI LOM
I-SWO [5.2]

1500

3200

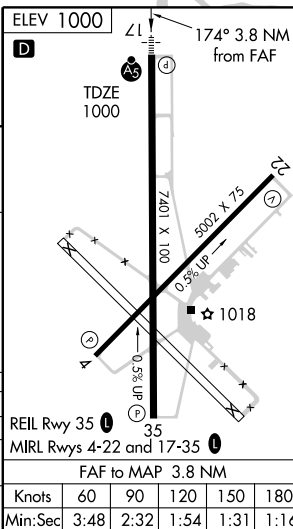
SW
255

2600

2300

I-SWO [2.7] I-SWO [1.4]

2.5 NM 1.3



CATEGORY	A	B	C	D
S-ILS 17		1200-½ 200 (200-½)		
S-LOC 17	1460-½ 460 (500-½)		1460-¾ 460 (500-¾)	1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)

LOM SW 255	APP CRS 175°	Rwy Idg TDZE Apt Elev	7401 1000 1000
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NDB RWY 17

STILLWATER RGNL (SWO)

▲ If local altimeter setting not received, use Ponca City
Rgnl altimeter setting and increase all MDAs 80 feet.



MISSED APPROACH: Climb to 1700 then climbing
right turn to 2600 direct SW LOM and hold.

ASOS
135.725

KANSAS CITY CENTER
128.3 291.7

STILLWATER TOWER ★
125.35 (CTAF) **0**

GND CON
121.6

UNICOM
122.95

PIONEER
113.2 PER
Chan 79

LOM/IAF
BLAKI
255 SW
I-SWO 5.2

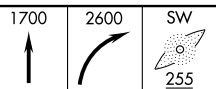
LOCALIZER 109.15
I-SWO
Chan 28(Y)

MSA SW 25 NM

3100

LASTS

3100
02°
(11.7)



BLAKI LOM
I-SWO 5.2

Remain
within 10 NM

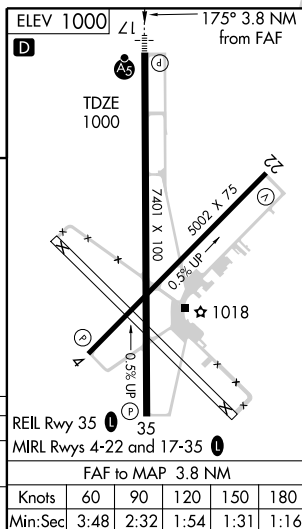
I-SWO
1.4

3.08°
TCH 48

2300

2600

CATEGORY	A	B	C	D
S-17	1520-¾ 520 (600-¾)		1520-1 520 (600-1)	1520-1½ 520 (600-1½)
CIRCLING	1520-1 520 (600-1)		1520-1½ 520 (600-1½)	1560-2 560 (600-2)



WAAS CH 90108 W17A	APP CRS 174°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000
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RNAV (GPS) RWY 17

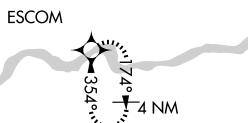
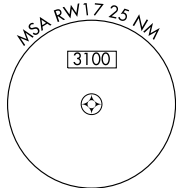
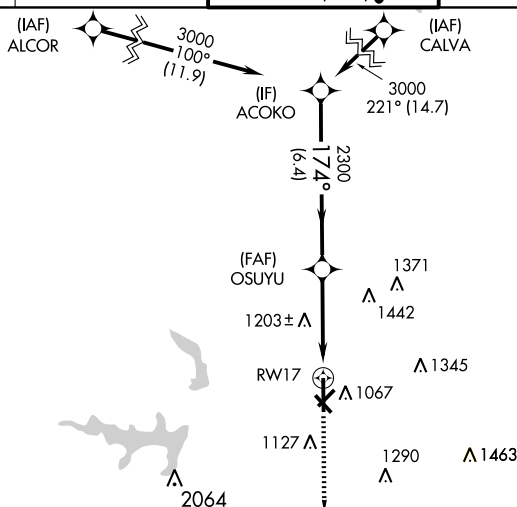
STILLWATER RGNL (SWO)

A If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats.



MISSED APPROACH:
Climb to 3000 direct
ESCOM WP and hold.

ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER* 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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Procedure
Turn NA

ACOKO

OSUYU

3000

174°

2300

VGSI and LPV glidepath
not coincident.

GS 3.00°

TCH 45'

3000

ESCOM

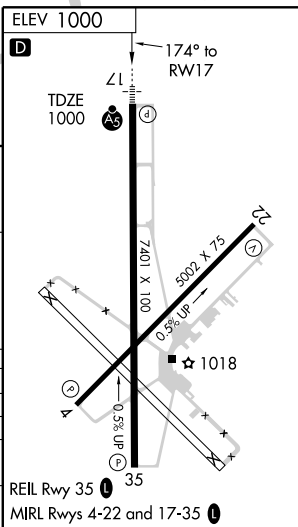
*1.4 NM
to RWY17

*LNAV only.

RWY17

6.4 NM 2.5 NM 1.4 NM

CATEGORY	A	B	C	D
LPV DA		1250-½	250 (300-½)	
LNAV/VNAV DA		1420-1	420 (500-1)	
LNAV MDA	1480-½	480 (500-½)	1480-¾ 480 (500-¾)	1480-1 480 (500-1)
CIRCLING		1480-1½	480 (500-1½)	1560-2 560 (600-2)



APP CRS
354°

Rwy ldg **7401**
TDZE **964**
Apt Elev **1000**

RNAV (GPS) RWY 35

STILLWATER RGNL (SWO)

A If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ACOKO WP and hold.

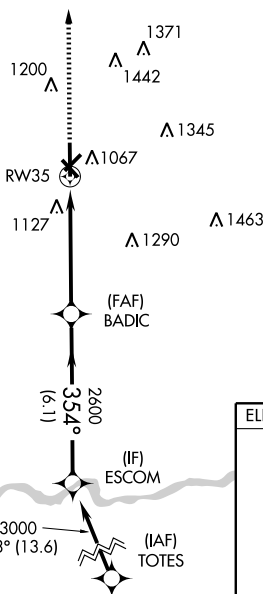
ASOS
135.725

KANSAS CITY CENTER
128.3 291.7

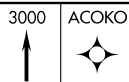
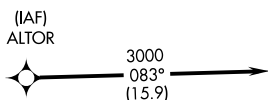
STILLWATER TOWER ★
125.35 (CTAF) **0**

GND CON
121.6

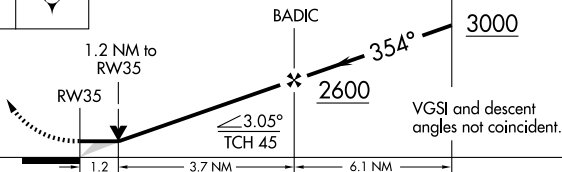
UNICOM
122.95



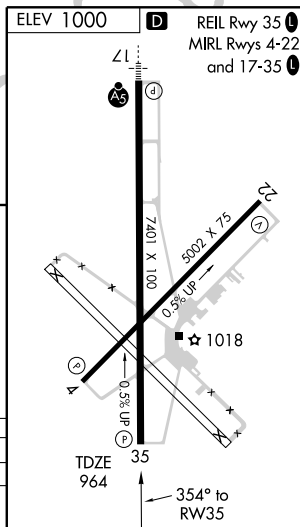
Procedure NA for arrivals at ALTOR WP on V140 southwest bound.



Procedure Turn NA



CATEGORY	A	B	C	D
LNAV MDA	1380-1	416 (400-1)	1380-1 1/4	416 (400-1 1/4)
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1 1/2 460 (500-1 1/2)	1560-2 560 (600-2)



VOR/DME SWO 108.4 Chan 21	APP CRS 356°	Rwy Idg TDZE Apt Elev 1000	7401 964 1000
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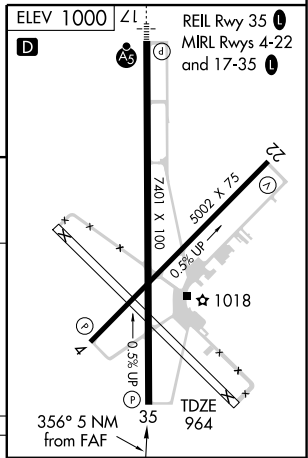
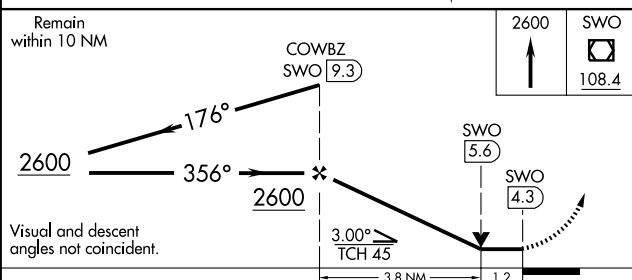
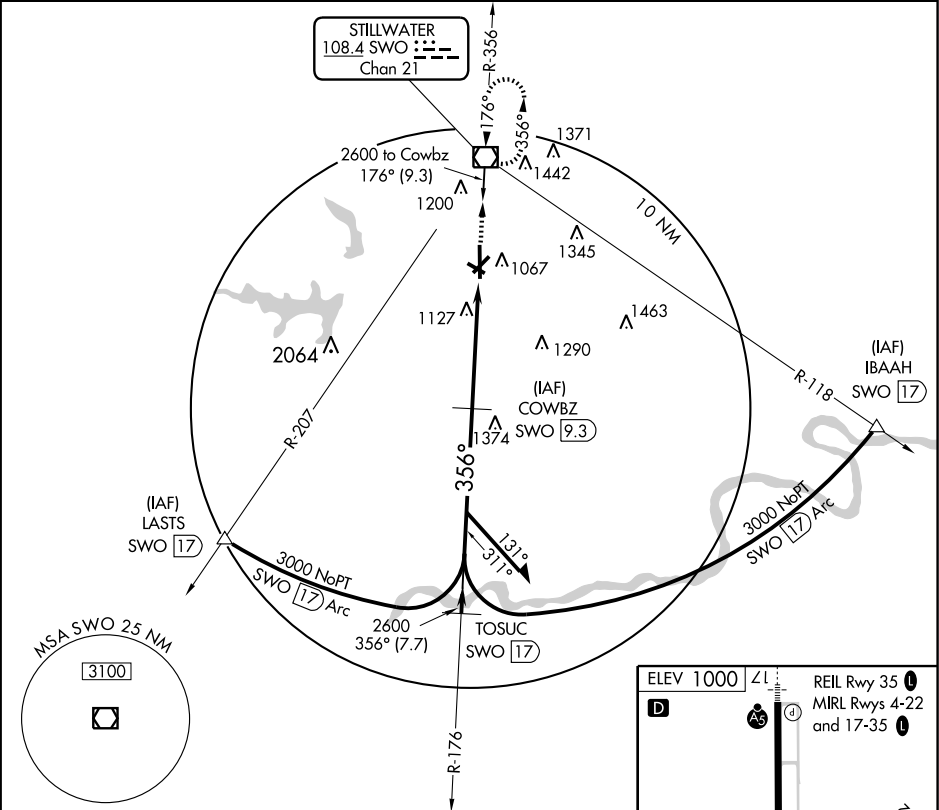
VOR/DME RWY 35

STILLWATER RGNL (SWO)

▲ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA'S 80 feet. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER ★ 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-35	1380-1 416 (400-1)	1380-1 416 (400-1)	1380-1 416 (400-1)	1380-1 416 (400-1)
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1 460 (500-1)	1560-2 560 (600-2)

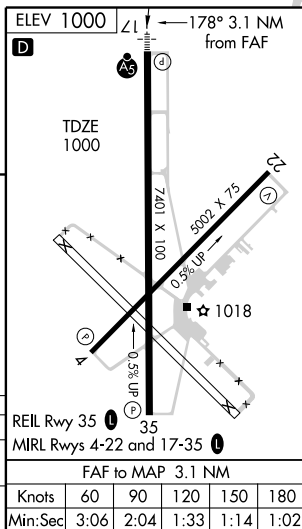
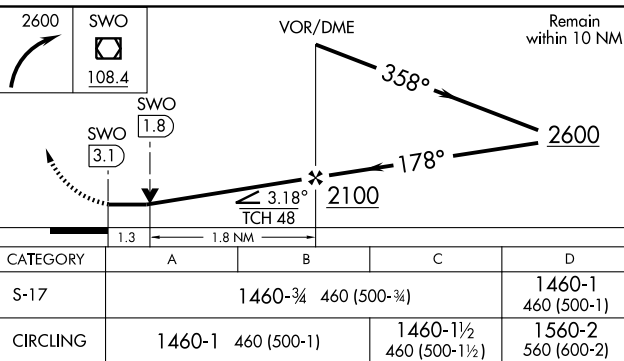
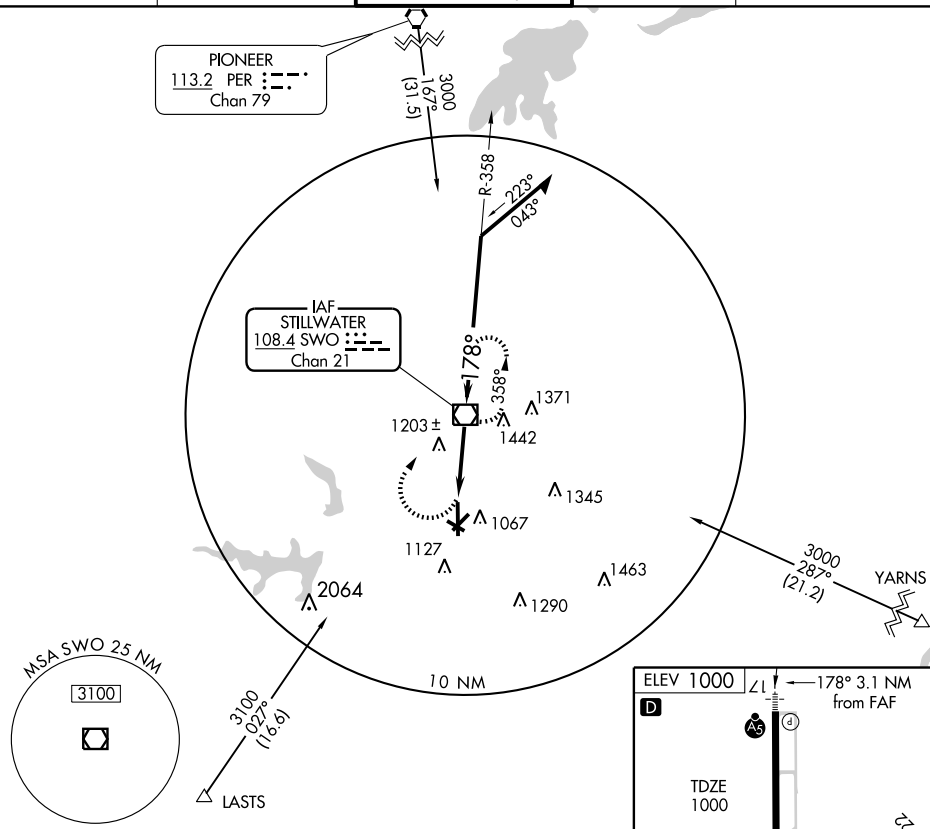
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

VOR RWY 17
STILLWATER RGNL (SWO)

MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

UNICOM
122.95

SUYBE N35°26.99' W96°56.58' NOTAM FILE SNL
 NDB (LOM) 264 HN 174° 5.5 NM to Shawnee Rgnl.

SULPHUR MUNI (F30) 2 NW UTC-6(-5DT) N34°31.47' W96°59.38'

DALLAS-FT. WORTH

1051 NOTAM FILE MLC

L-17C

RWY 17-35: H3500X60 (ASPH) S-12.5 MIRL

RWY 17: Tree. Rgt tfc. **RWY 35:** Road.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70' W97°10.09' 019° 20.7 NM to fld. 937/6E.

TAHLEQUAH MUNI (TQH) 2 NW UTC-6(-5DT) N35°55.82' W95°00.27'

DALLAS-FT. WORTH

874 B FUEL 100LL, JET A NOTAM FILE TQH

H-61, L-15E

RWY 17-35: H5001X75 (ASPH) S-26 MIRL 0.4% up N

RWY 17: PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 31'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z. For emergency call 918-931-0469. Parachute Jumping. Rwy 17 thld dsplcd 357' indef. ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.425 (918) 453-2729.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 126.1

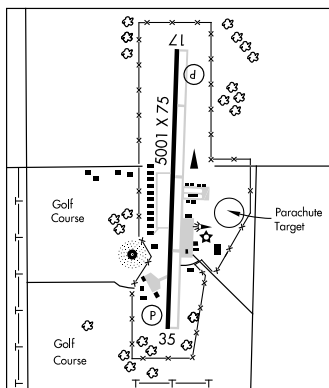
RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 104° 41.3 NM to fld. 770/8E.

NDB (MHW) 215 TQH N35°55.63' W95°00.40' at fld.

NOTAM FILE TQH. Unmonitored.



TALIHINA MUNI (6F1) 3 SW UTC-6(-5DT) N34°42.47' W95°04.43'

DALLAS-FT. WORTH

687 NOTAM FILE MLC

L-17D

RWY 01-19: H3300X60 (ASPH) S-12 MIRL

RWY 01: Trees. **RWY 19:** Trees.

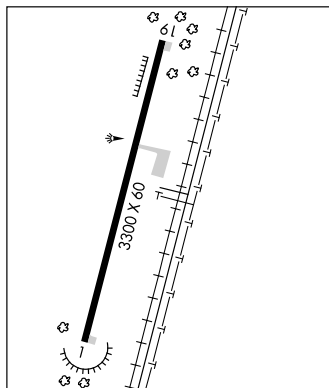
AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

RICH MOUNTAIN (L) VORTACW 113.5 PGO Chan 82 N34°40.83'

W94°36.54' 270° 23.1 NM to fld. 2700/4E.



TENKILLER LAKE AIRPARK (See COOKSON)

TERAMIRANDA (See AFTON)

NDB TQH 215	APP CRS 180°	Rwy Idg TDZE Apt Elev	5001 873 873
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NDB RWY 17

TAHLEQUAH MUNI (TQH)

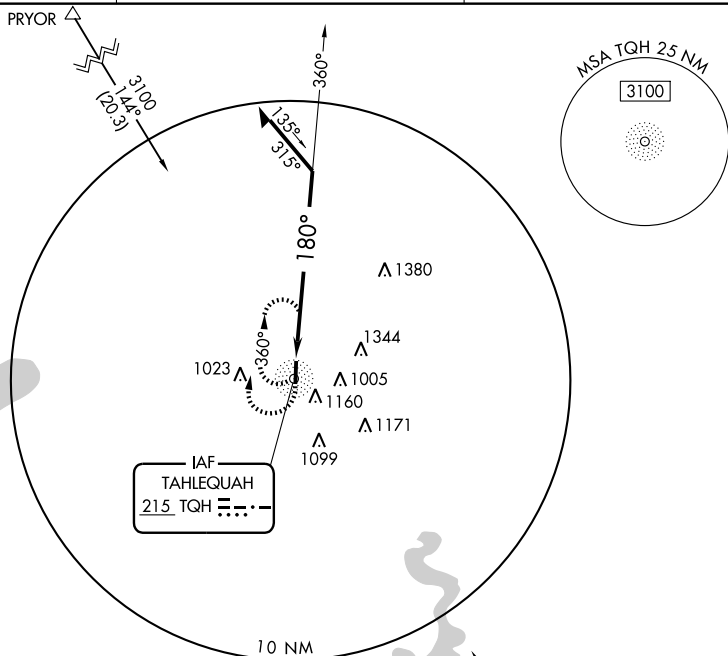


MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern.

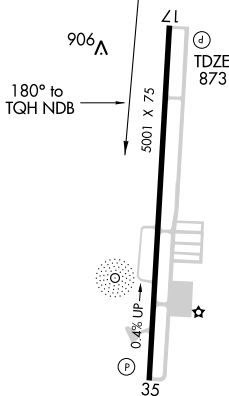
AWOS-3
118.425

MEMPHIS CENTER
126.1 269.0

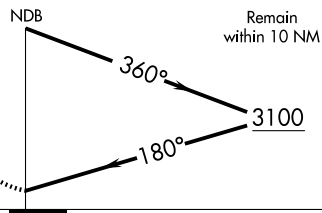
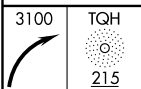
UNICOM
122.8 (CTAF) 0



ELEV 873



MIRL Rwy 17-35 0



CATEGORY	A	B	C	D
S-17	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA
CIRCLING	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA

APP CRS **177°**
 Rwy Idg **5001**
 TDZE **874**
 Apt Elev **874**

RNAV (GPS) RWY 17

TAHLEQUAH MUNI (TQH)

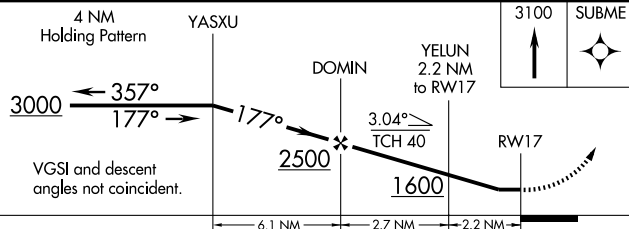
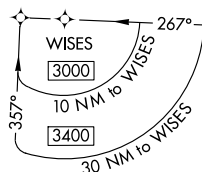
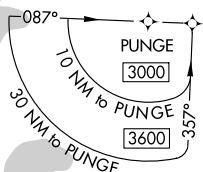
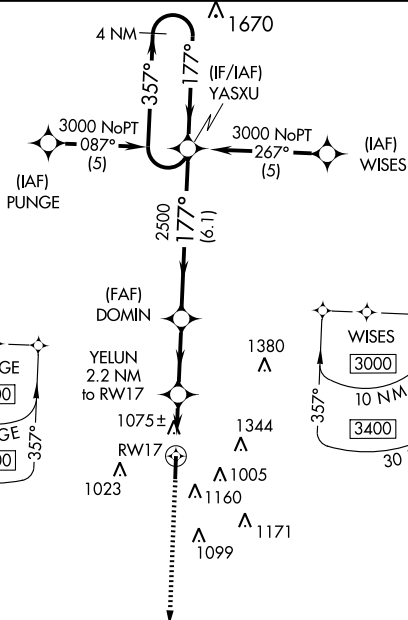
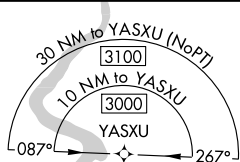
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, circling Cat B ½ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

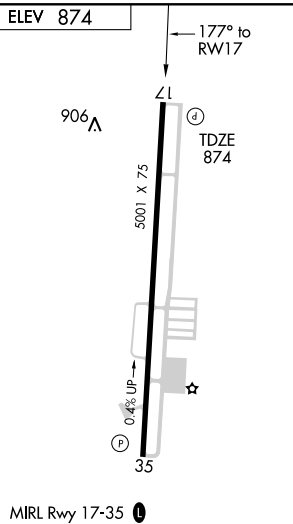
AWOS-3
118.425

MEMPHIS CENTER
126.1 269.0

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA



WAAS CH 90207 W35A	APP CRS 357°	Rwy Idg 5001 TDZE 874 Apt Elev 874
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RNAV (GPS) RWY 35

TAHLEQUAH MUNI (TQH)

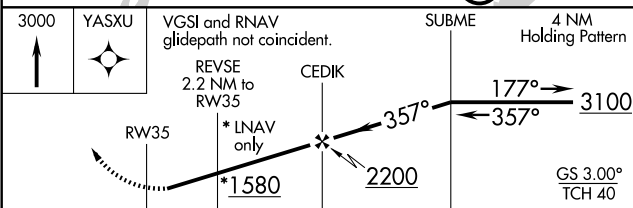
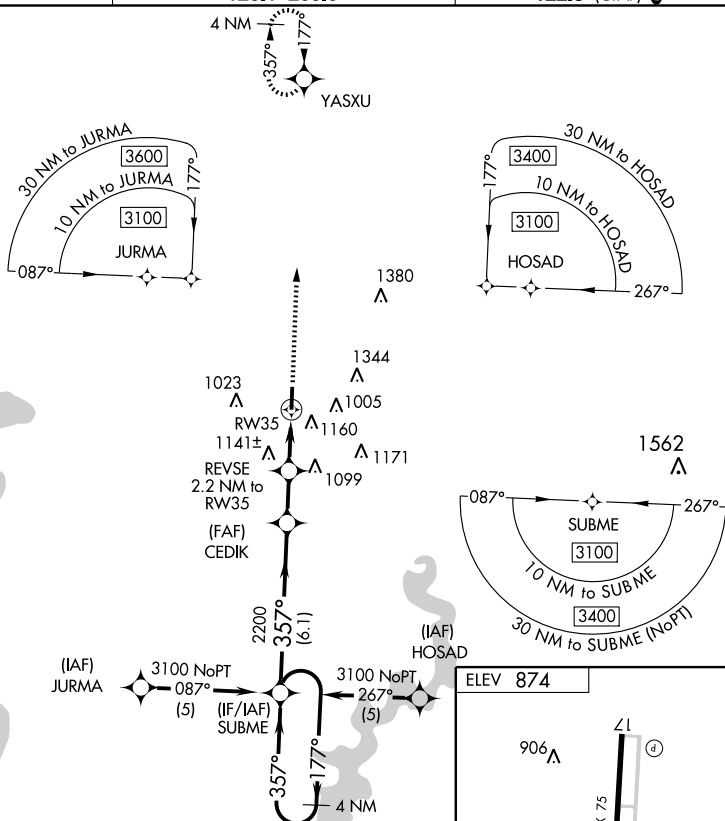
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities $\frac{1}{4}$ mile; increase all MDAs 100 feet and LNAV Cat C visibility $\frac{1}{4}$ mile, circling Cat B $\frac{1}{4}$ mile and Cat C $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

AWOS-3
118.425

MEMPHIS CENTER
126.1 269.0

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1124-1	250 (300-1)		NA
LNAV MDA	1400-1	526 (600-1)	1400-1½ 526 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA

TAHLEQUAH, OKLAHOMA

Amdt 1 08325

35° 56' N-95° 00' W

TAHLEQUAH MUNI (TQH)

RNAV (GPS) RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

TIPTON MUNI (108) 3 SW UTC-6(-5DT) N34°27.52' W99°10.28'

1248 B NOTAM FILE MLC

RWY 17-35: H3062X50 (ASPH) S-12 MIRL

RWY 17: Road.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

Ⓡ ALTUS APP/DEP CON 125.1 (Mon-Fri 1430-0830Z except Federal hols)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon-Fri

0830-1430Z, Sat-Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

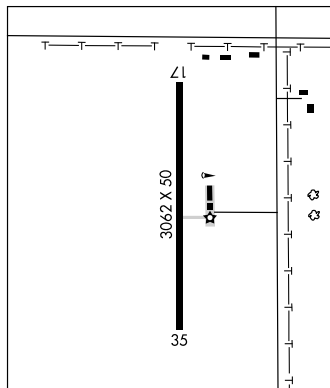
HOBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99'

W99°03.80' 182° 25.0 NM to fld. 1472/10E.

DALLAS-FT. WORTH

L-17B

IAP



TISHOMINGO AIRPARK (ØF9) 2 S UTC-6(-5DT) N34°11.91' W96°40.47'

647 B NOTAM FILE MLC

RWY 17-35: H3100X60 (ASPH) S-12 MIRL

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Severe cracking and grass encroachment. Rotating bcn OTS indef. Rwy 17-35 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

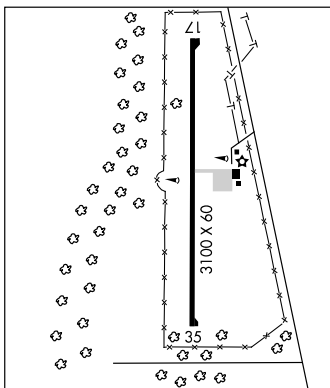
RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 086° 24.6 NM to fld. 937/6E.

DALLAS-FT. WORTH

L-17C



TRAIL N34°46.88' W98°24.14' NOTAM FILE MLC.

NDB (MHW) 388 OFZ 171° 7.9 NM to Henry Post AAF (Fort Sill).

DALLAS-FT. WORTH

L-17C

TULOO N35°28.29' W97°36.33' NOTAM FILE OKC.

NDB (MHW/LOM) 406 OK 170° 4.7 NM to Will Rogers World.

DALLAS-FT. WORTH

L-15D

TULSA

HARVEY YOUNG (1H6) 7 E UTC-6(-5DT) N36°08.34' W95°49.50'

750 B S2 FUEL 100LL NOTAM FILE MLC

RWY 17-35: H2580X40 (ASPH)

RWY 17: Trees. RWY 35: Trees.

RWY N-S: 2580X80 (TURF)

RWY N: Trees. RWY S: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Rwy 17 rgt tfc for helicopters. Ultralights on and invof arpt. Rwy N-S thld marked by 3' red/white markers.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY

GPS RWY 17
TIPTON MUNI (108)

TIPTON MUNI (108)

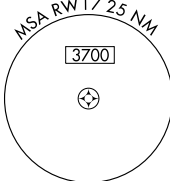
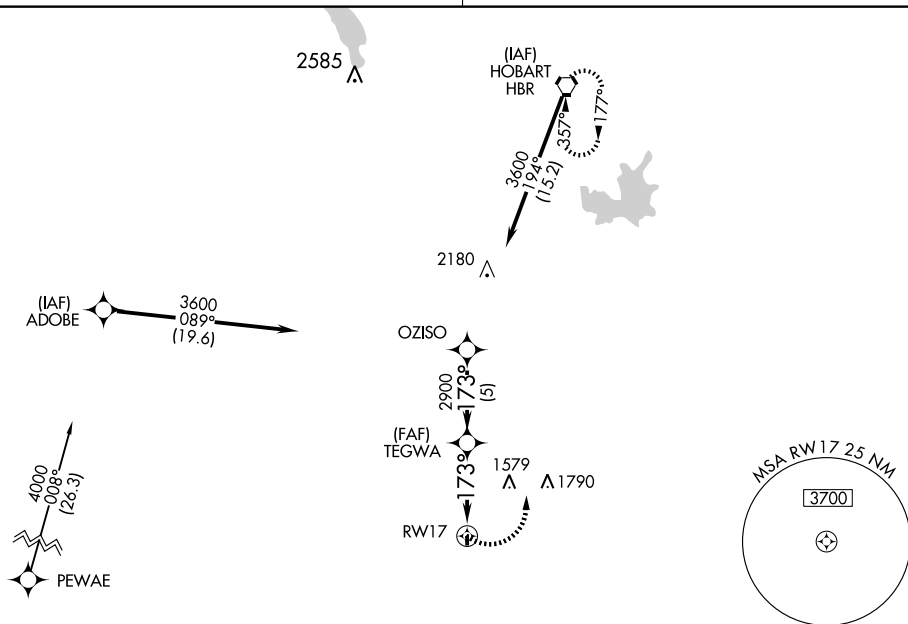
APP CRS
173°

Rwy Idg	3062
TDZE	1248
Apt Elev	1248

A NA Use Altus AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct HBR VORTAC and hold.

ALTUS APP CON★
125.1 257.725

CTAF
122.9

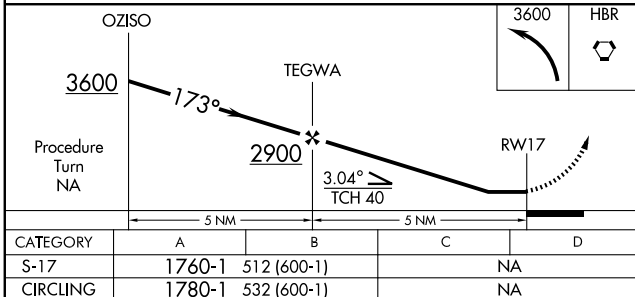
ELEV 1248

173° to
RW17

TDZE
1248

2020 10 20

35



MIRL Rwy 17-35

TIPTON, OKLAHOMA

Orig-A 06327

34°28'N-99°10'W

TIPTON MUNI (108)

GPS RWY 17

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

VORTAC HBR	APP CRS	Rwy Idg	3062
111.8	183°	TDZE	1248
Chan 55		Apt Elev	1248

VOR/DME RWY 17

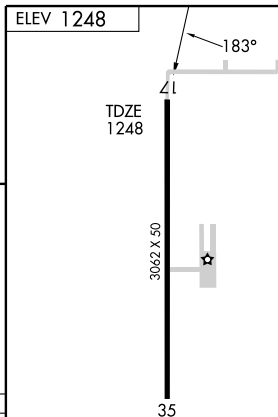
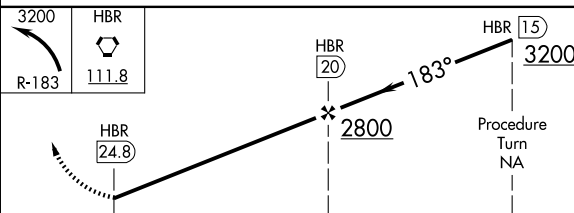
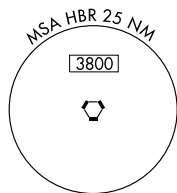
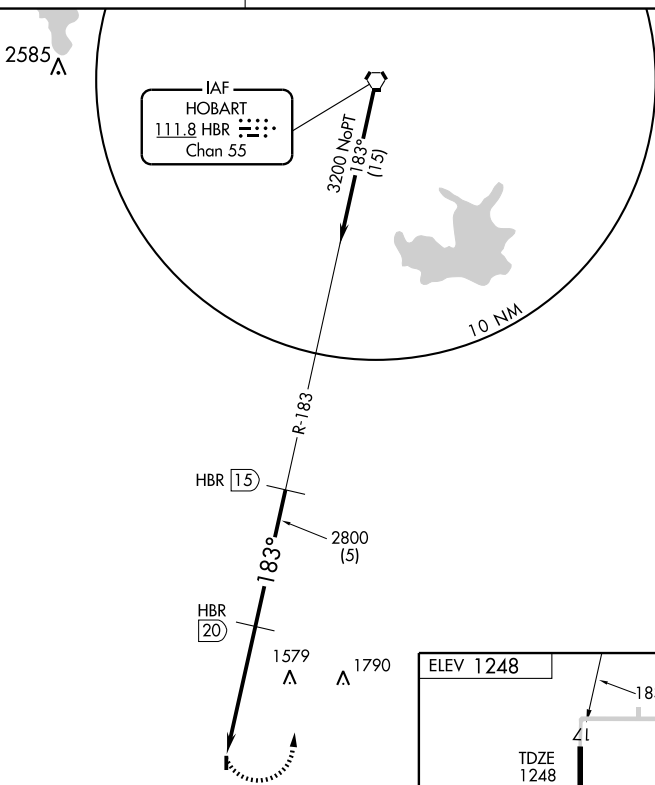
TIPTON MUNI (108)

▲ NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 to HBR VORTAC via R-183.

ALTUS APP CON ★
125.1 257.725

CTAF
122.9

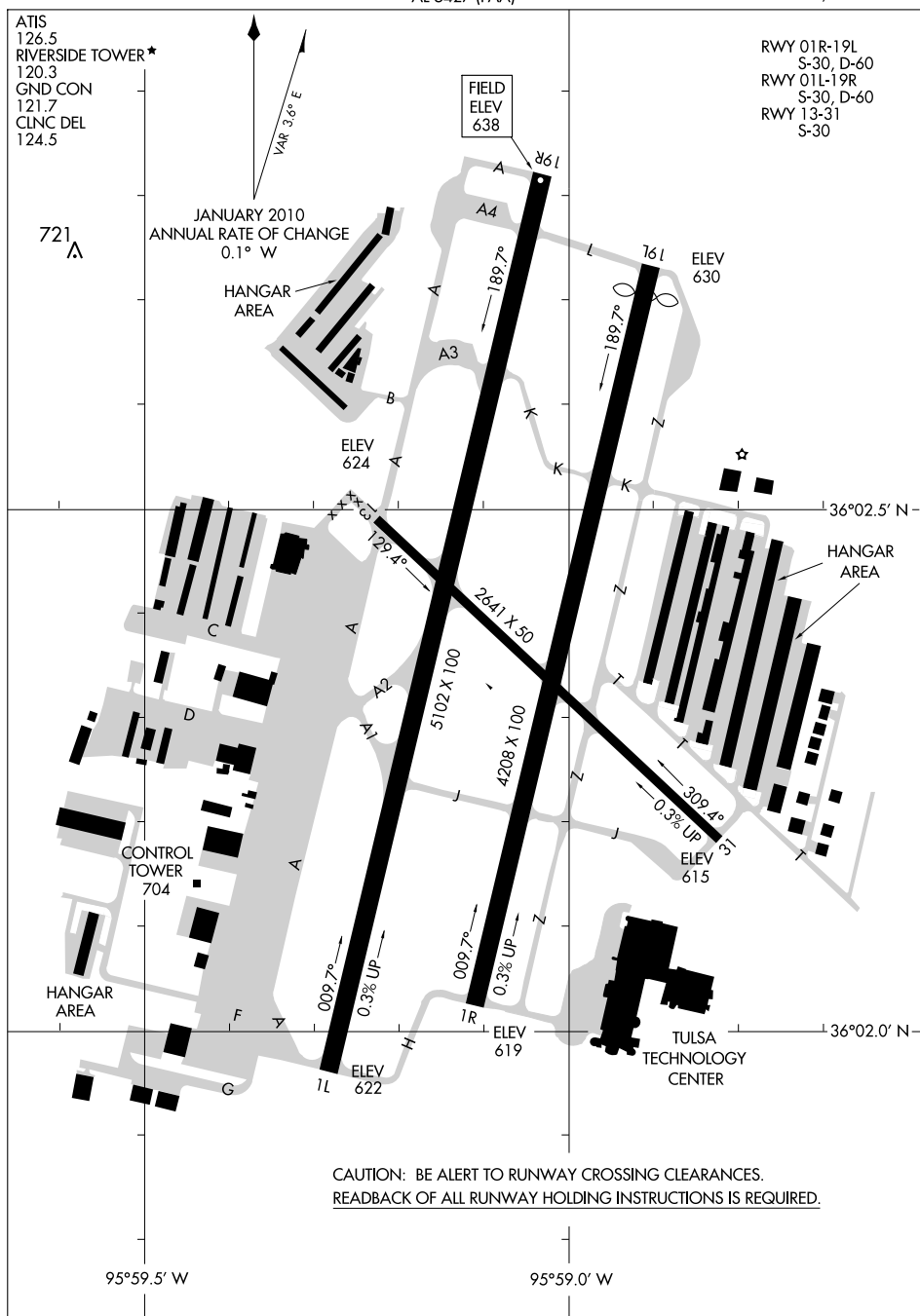


CATEGORY	A	B	C	D
S-17	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	

MIRL Rwy 17-35

Knots	60	90	120	150	180
Min:Sec					

SC-1, 23 SEP 2010 to 21 OCT 2010



SC-1. 23 SEP 2010 to 21 OCT 2010

RICHARD LLOYD JONES JR. (RVS) 5 S UTC-6(-5DT) N36°02.38' W95°59.08'

638 B S4 FUEL 100LL, JET A OX 4 TPA-1713(1075) NOTAM FILE RVS

RWY 01L-19R: H5102X100 (ASPH) S-30, D-60 HIRL 0.3% up N

RWY 01L: PAPI(P4L)—GA 3.0° TCH 21'.

RWY 19R: PAPI(P4L)—GA 3.2° TCH 22'. Trees. Rgt tfc.

RWY 01R-19L: H4208X100 (ASPH) S-30, D-60 MIRL
0.3% up NE

RWY 01R: VASI(V2L)—GA 3.0° TCH 21'. Rgt tfc

RWY 19L: VASI(V2L)—GA 3.0° TCH 20'. Thld dspcd 142'. Road.

RWY 13-31: H2641X50 (ASPH) S-30 MIRL
0.3% up NW

RWY 13: VASI(V2L)—GA 4.0° TCH 52'. Trees.

RWY 31: VASI(V2L)—GA 3.0° TCH 24'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0400Z†. After hrs by prior arrangement. Fuel avbl 24 hrs with credit card. Numerous birds on and invof arpt. The NE, NW and SW ramps and portions of Taxiways C, D, G are not visible from tower. Noise Abatement: No turns on departure prior to 1500' MSL. When twr clsd HIRL Rwy 01L-19R preset med ints, to increase ints ACTIVATE-120.3, MIRL Rwy 13-31 and Rwy 01R-19L preset medium only.

WEATHER DATA SOURCES: ASOS (918) 299-0740. LAWRS.

COMMUNICATIONS: CTAF 120.3 ATIS 126.5 UNICOM 122.95

Ⓡ TULSA APP/DEP CON 134.7 (175°-355°) 119.85 (356°-174°)

RIVERSIDE TOWER 120.3 119.2 (1300-0400Z†) GND CON 121.7 PRE TAXI CLNC 124.5

AIRSPACE: CLASS D svc 1300-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 218° 13.4 NM to fld. 770/8E.

GLENPOOL (T) VORW/DME 110.6 GNP Chan 43 N35°55.25' W95°58.12' 348° 7.2 NM to fld. 810/6E.

NOTAM FILE RVS.

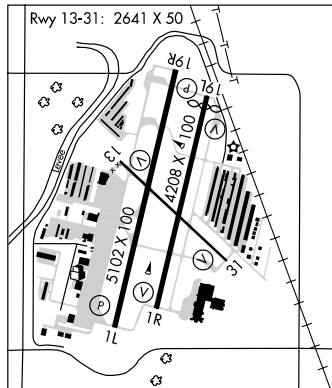
ILS 109.95 I-RVS Rwy 01L.

COMM/NAV/WEATHER REMARKS: Tower frequency 119.2 used only when advertised on ATIS.

KANSAS CITY

H-61, L-15E

IAP, AD



LOC I-RVS	APP CRS	Rwy 1L Idg	5102	Rwy 1R Idg	4208
<u>109.95</u>	007°	TDZE	626	TDZE	624
		Apt Elev	638	Apt Elev	638

ILS or LOC RWY 1L
TULSA/ RICHARD LLOYD JONES JR. (RVS)

T Circling NA northeast of Rwy 31 and 19L. If local altimeter setting not received, use Tulsa Intl altimeter setting: increase **A** DA to 856 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

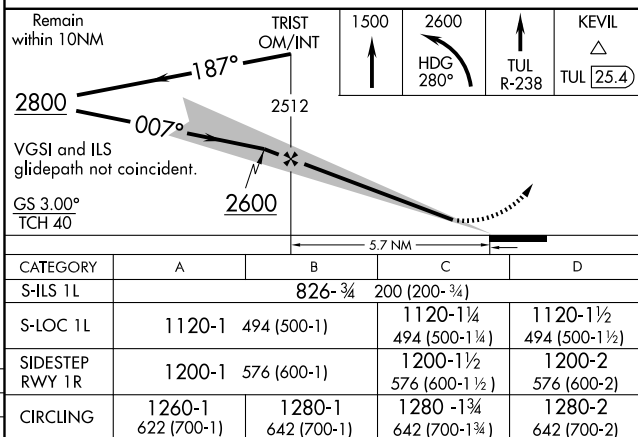
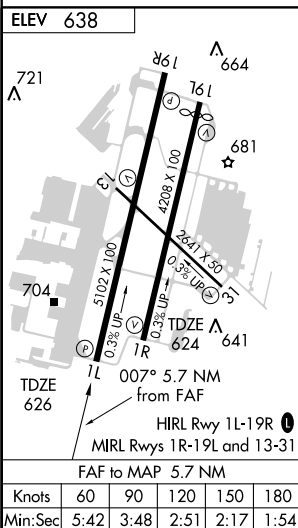
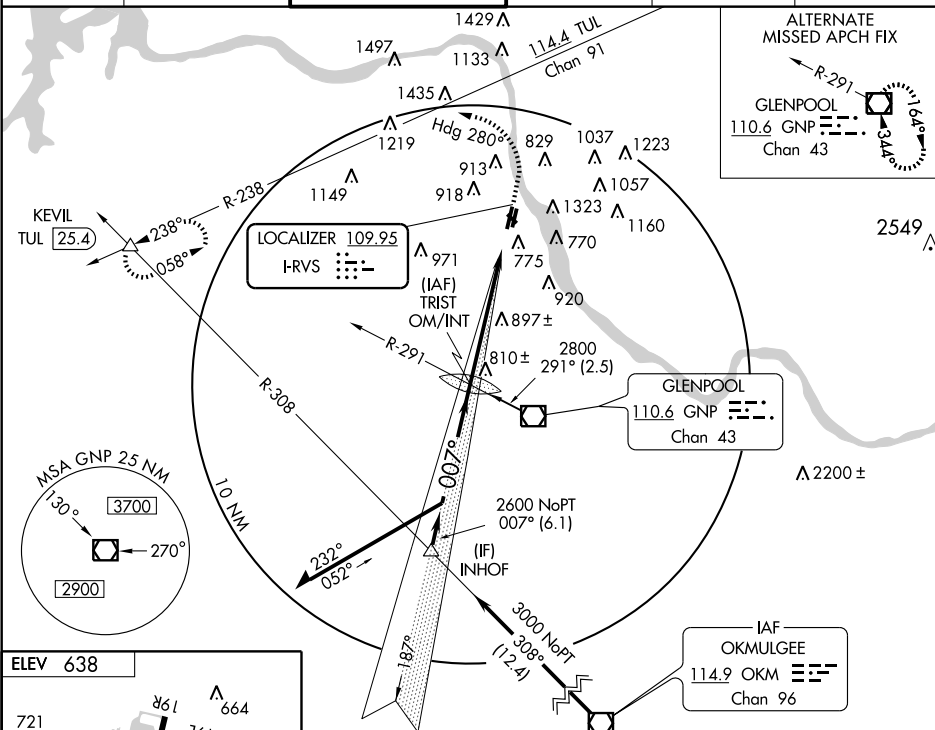
ATIS
126.5

TULSA APP CON
119.85

RIVERSIDE TOWER ★
120.3 (CTAF) **L**

GND COM
121.7

CLNC DI
124.5

UNICOM
122.95

TULSA, OKLAHOMA
Amdt 1A 10098

TULSA/ RICHARD LLOYD JONES JR. (RVS)
 ILS - LOC RMY 11

36°02'N-95°59'W

ILS or LOC RWY 1L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

WAAS CH 97321 W01A	APP CRS 007°	Rwy Idg TDZE Apt Elev	5102 626 638
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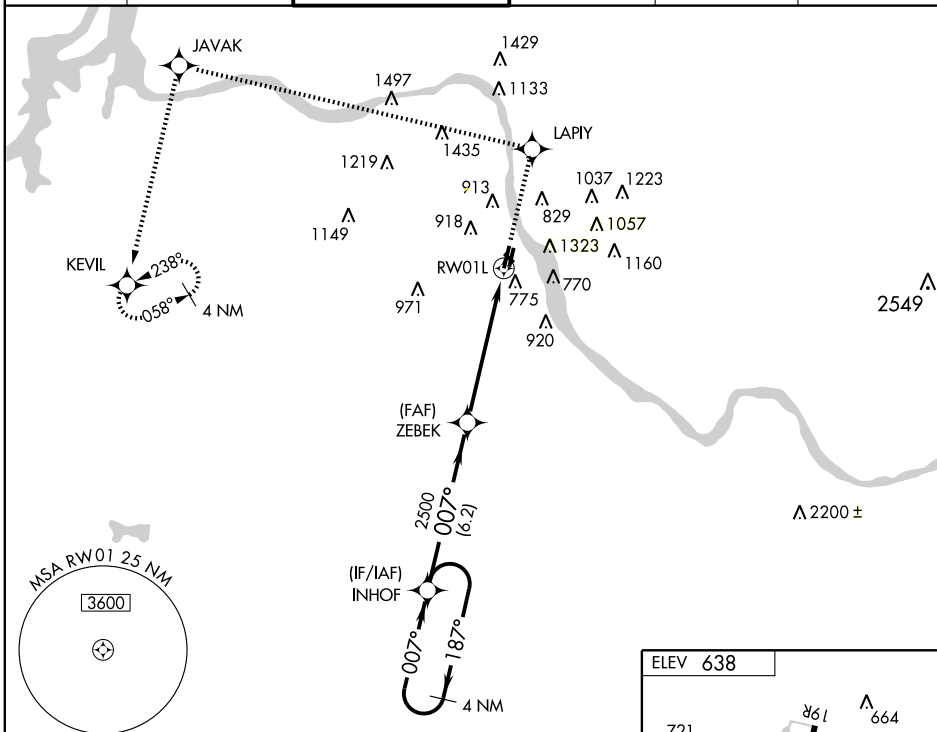
RNAV (GPS) RWY 1L

TULSA/RICHARD LLOYD JONES JR. (RVS)

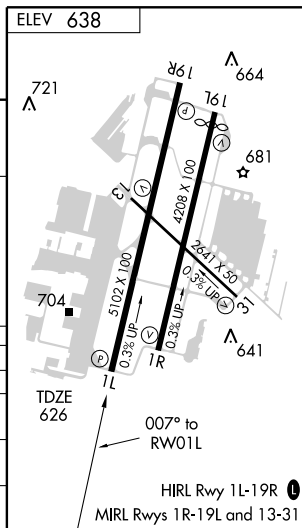
T DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet.
A Circling NA northeast of runways 31 and 19L.

MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

ATIS 126.5	TULSA APP CON 119.85	RIVERSIDE TOWER ★ 120.3 (CTAF) 0	GND CON 121.7	CLNC DEL 124.5	UNICOM 122.95
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4 NM Holding Pattern		2600 ↑	LAPIY ✦	tr 277° ↷	JAVAK ✦	tr 187° ↷	KEVIL ✦
INHOV							



TULSA, OKLAHOMA

Orig 10154

TULSA/RICHARD LLOYD JONES JR. (RVS)

36°02' N-95°59' W

RNAV (GPS) RWY 1L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

(TUL5.TUL) 09351
TULSA FIVE DEPARTURE

TULSA/ RICHARD LLOYD JONES JR. (RV5)
SL-5427 (FAA) TULSA, OKLAHOMA

ATIS 126.5
RIVERSIDE TOWER ★
120.3 (CTAF)
CLNC DEL 124.5
TULSA DEP CON
119.85 (RWYS 13, 19L, 19R)
134.7 (RWYS 1L, 1R, 31)

CHANUTE
109.2 CNU
Chan 29
N37°37.57'-W95°35.61'
L-10-15, H-5

FARMINGTON
115.7 FAM
Chan 104
N37°40.41'-W90°14.04'
L-16, H-5

NEOSHO
117.3 EOS
Chan 120
N36°50.55'-W94°26.14'
L-16, H-6

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06'-W96°01.10'
L-15, H-6

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36'-W93°20.04'
L-16, H-5

KINGFISHER
114.7 IFI
Chan 94
N35°48.32'-W98°00.24'
L-15, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78'-W95°47.29'
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79'-W94°07.28'
L-16, H-6

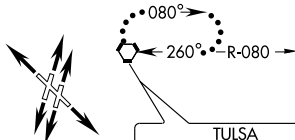
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52' - W97°36.55'
L-15, H-6

ARDMORE
116.7 ADM
Chan 114
N34°12.70'-W97°10.09'
L-17, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.30'-W94°16.29'
L-16, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
L-17, H-6

McALESTER
112.0 MLC
Chan 57
N34°50.97'-W95°46.94'
L-17, H-6



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

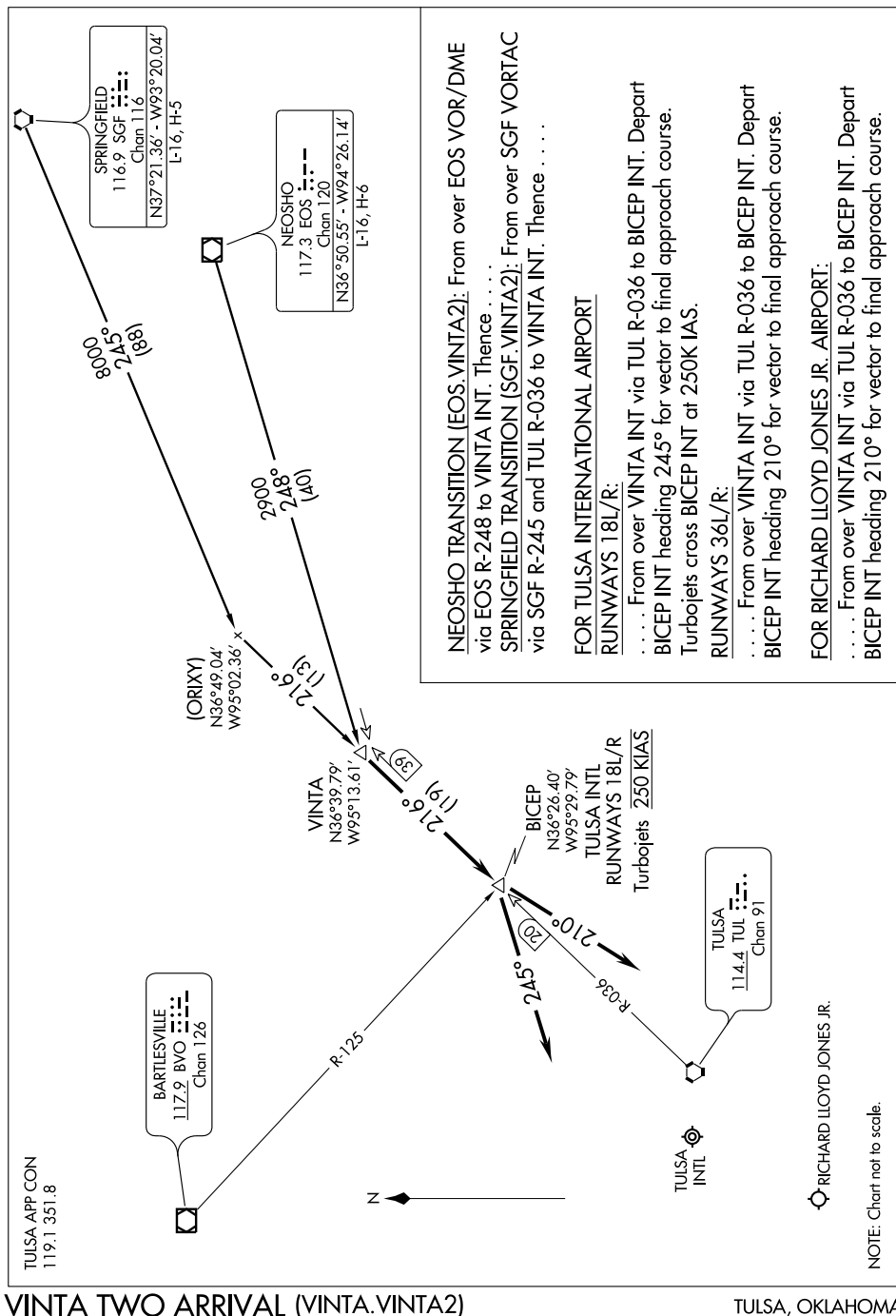
Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

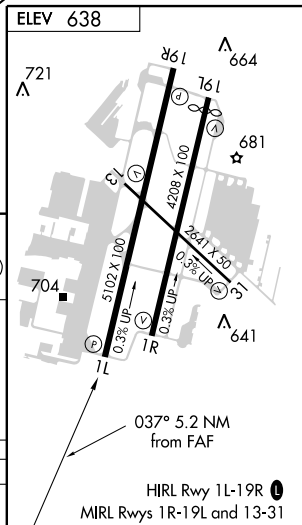
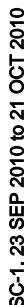
SC-1, 23 SEP 2010 to 21 OCT 2010



SC-1, 23 SEP 2010 to 21 OCT 2010

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

UNICOM
122.95

VOR/DME GNP <u>110.6</u> Chan 43	APP CRS 344°	Rwy Idg 5102 TDZE 626 Apt Elev 638
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VOR RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (RVS)

T Circling not authorized northeast of Rwy 31 and 19L.
If local altimeter setting not received; use Tulsa Intl
altimeter setting and increase all MDAs 40 ft.

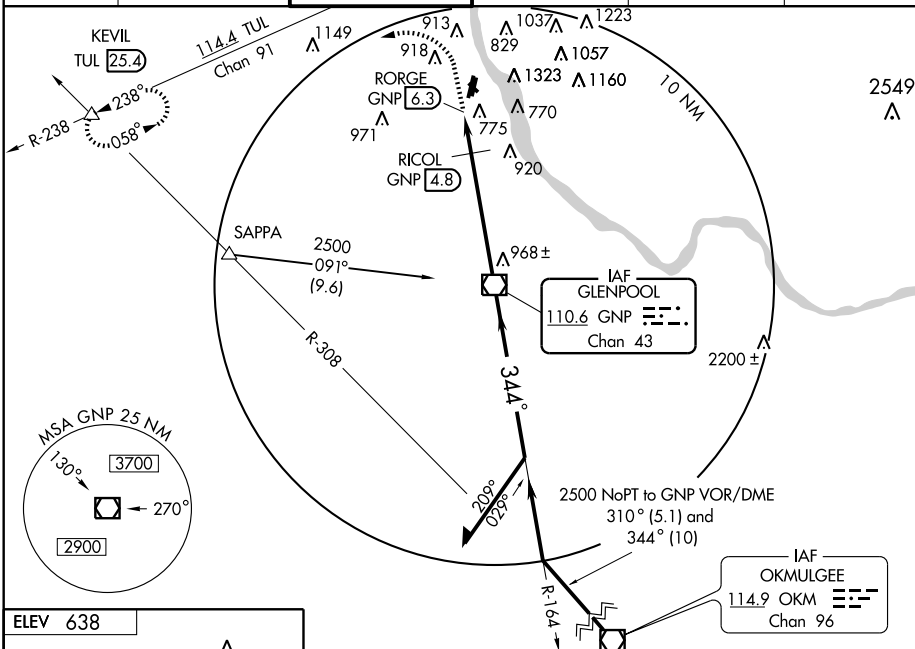
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int and hold.

ATIS
126.5

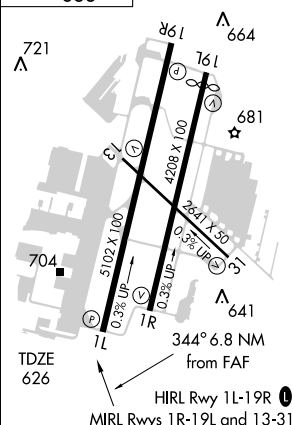
TULSA APP CON
119.85

RIVERSIDE TOWER
120.3 (CTAF)

121.7

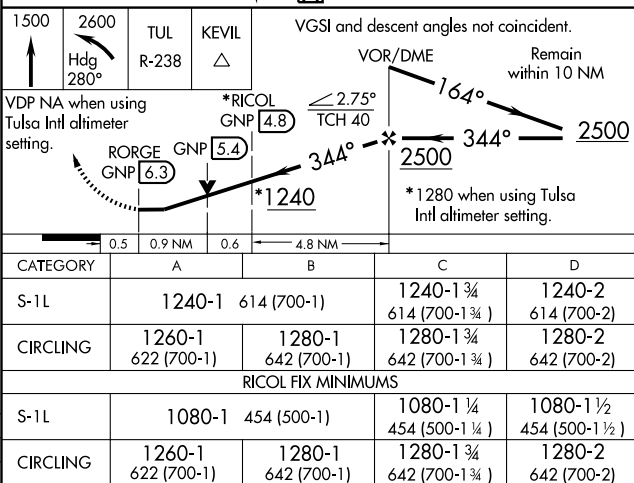
CLNC DEL
124.5UNICOM
122.95

ELEV	638
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Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

TULSA, OKLAHOMA
Amdt 4C 10098



TULSA/ RICHARD LLOYD JONES JR. (RVS)

VOR RWY 1L

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

36°02' N-95°59' W

AIRPORT DIAGRAM

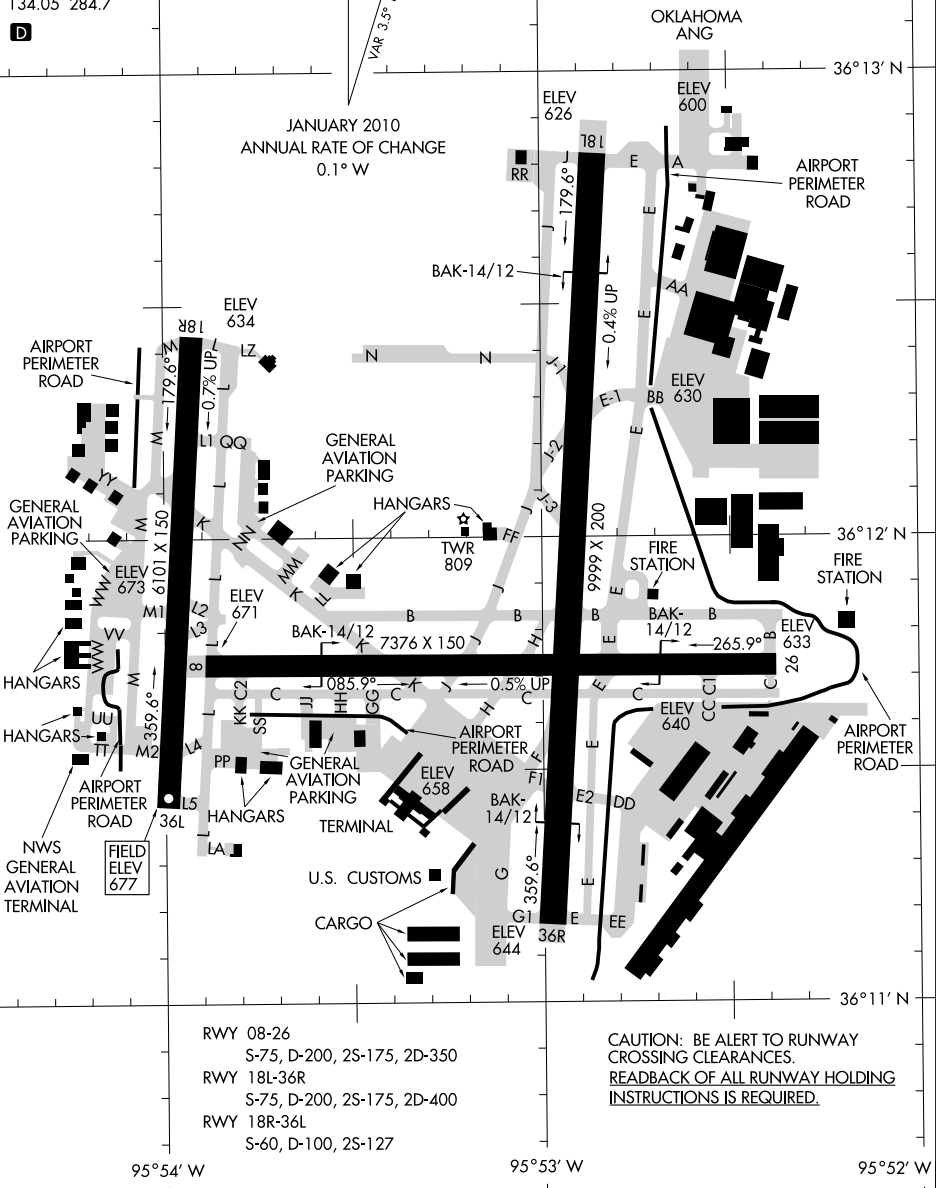
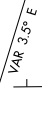
AL-432 (FAA)

TULSA INTL (TUL.)
TULSA, OKLAHOMA

ATIS
124.9 377.2
TULSA TOWER
121.2 310.8 RWYS 18L-36R, 8-26
118.7 257.8 RWY 18R-36L
GND CON
121.9 348.6
CLNC DEL
134.05 284.7

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

TULSA, OKLAHOMA
TULSA INTL (TUL.)

10210

TULSA INTL (TUL) 5 NE UTC-6(-5DT) N36°11.90' W95°53.29'

677 B S4 FUEL 100LL, JET A, A1, B OX 1, 2, 3, 4 LRA Class I, ARFF Index D

NOTAM FILE TUL

Rwy 18L-36R: H9999X200 (CONC-GRVD) S-75, D-200, 2S-175, 2D-400 HIRL CL

Rwy 18L: MALS. PAPI(P4L)—GA 2.75° TCH 53'. Tree. 0.4% up.

Rwy 36R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 57'. Tree.

Rwy 08-26: H7376X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350 HIRL 0.5% up W

Rwy 08: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Tree.

Rwy 26: REIL. PAPI(P4L)—GA 3.0° TCH 57'.

Rwy 18R-36L: H6101X150 (ASPH-GRVD) S-60, D-100, 2S-127 HIRL 0.7% up S

Rwy 18R: REIL. PAPI(P4L)—GA 2.75° TCH 63'. Tree.

Rwy 36L: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 08: TORA-7376 TODA-7376 ASDA-7376 LDA-7376

Rwy 18L: TORA-9999 TODA-9999 ASDA-9999 LDA-9999

Rwy 18R: TORA-6101 TODA-6101 ASDA-6101 LDA-6101

Rwy 26: TORA-7376 TODA-7376 ASDA-7376 LDA-7376

Rwy 36L: TORA-6101 TODA-6101 ASDA-6101 LDA-6101

Rwy 36R: TORA-9999 TODA-9999 ASDA-9999 LDA-9999

ARRESTING GEAR/SYSTEM

Rwy 08 BAK-14 BAK-12A (B) (1500')

Rwy 18L BAK-14 BAK-12A (B) (1566')

BAK-14 BAK-12A (B) (1500') Rwy 26

BAK-14 BAK-12A (B) (1312') Rwy 36R

AIRPORT REMARKS: Attended continuously. 4000' blacktop track 1.5 NM E Rwy 26; do not mistake for rwy. Rwy 18L-36R center 140' grooved. Irregular wind pattern AER 18R. Noise abatement in effect all rwys, climb to 3000' as soon as possible after tkr. Taxilane QQ not visible from twr. Twy DD clsd indef. Twy CC clsd indef. Taxilanes L, LA, and NN not visible from twr. Twy L south of Twy L5 not visible from twr. The following areas are restricted to weights indicated: Twy JJ S-35, Twy M-2 S-35/D-52, Twy HH S-45/D-60, Twy L north of Rwy 08-26 S-55/D-60, Twy L south of Twy C S-37/D-48, Twy L4 S-45/D-60. Twy J2 lead off lgts OTS indef. HIRL Rwy: 08-26 and Rwy 18R-36L turned off 0500-1100Z†. Twy lgts turned off 0500-1100Z† except Twys E, J, H, G and F. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Aerobatic Practice Area and Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (918) 838-8437. LLWAS. TDWR.

COMMUNICATIONS: D-ATIS 124.9 (918) 834-3764 UNICOM 122.95

RCO 123.65 122.2 (MC ALESTER RADIO)

Ⓡ APP/DEP CON 124.0 (175°-354°) 119.1 (355°-174°)

TOWER 118.7 (Rwy 18R-36L) 121.2 (Rwy 18L-36R and Rwy 08-26) GND CON 121.9 CLNC DEL 134.05

PRE-TAXI CLNC 134.05

AIRSPACE: CLASS C svc continuous etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

(H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 264° 4.9 NM to fld. 770/8E.

DME unusable 248°-258° byd 23 NM blo 3100'.

OWASO NDB (LOM) 375 DW N36°18.44' W95°52.52' 180° 6.6 NM to fld.

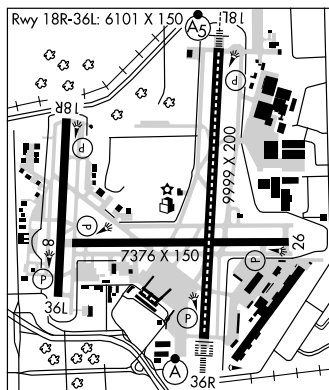
OILLR NDB (LOM) 338 TU N36°05.84' W95°53.33' 353° 6.1 NM to fld.

ILS/DME 109.7 I-DWE Chan 34 Rwy 18L. Class IE. LOM OWASO NDB.

ILS/DME 110.3 I-TUL Chan 40 Rwy 36R. Class IIE. LOM OILLR NDB.

ILS 111.1 I-TJY Rwy 18R. Class IA.

ASR



TULSA, OKLAHOMA

HI-VOR/DME or TACAN RWY 26

VORTAC TUL 114.4 Chan 91	APCH CRS 262°	Rwy ldg 7376 TDZE 651 Arpt Elev 677
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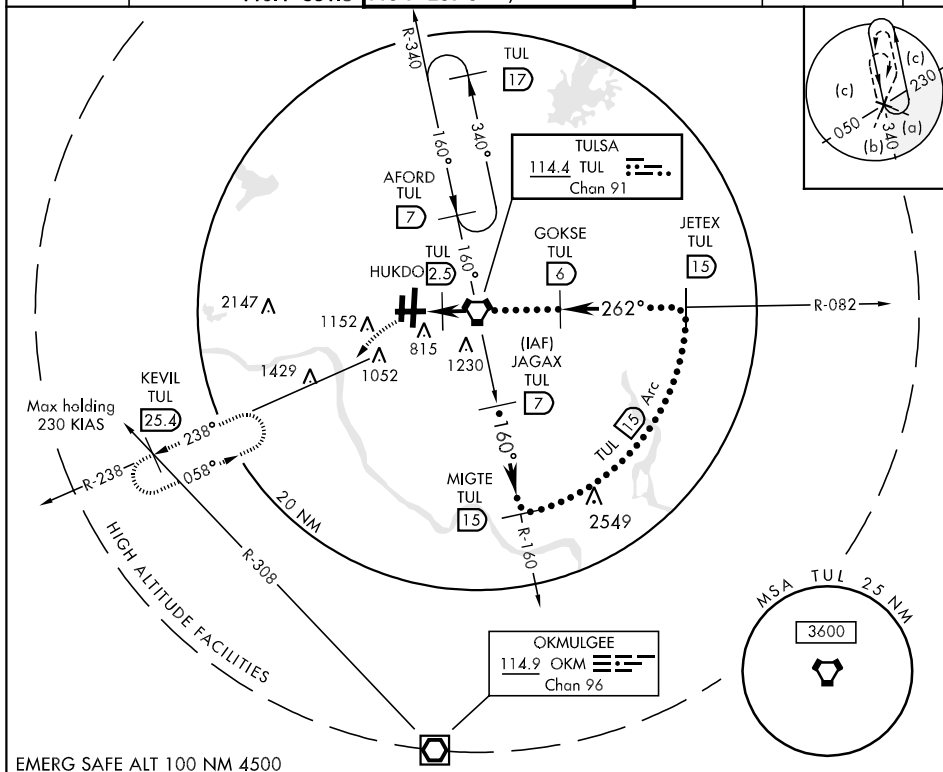
JAL-432 [USAF]

TULSA INTL (KTUL)

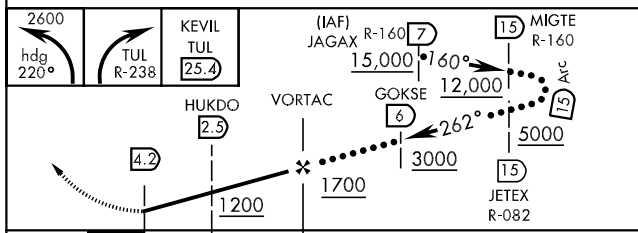
▼
* CAT E circling not authorized S of Rwy 08-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

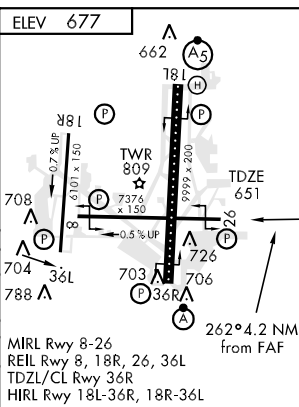
ATIS 124.9 377.2	TULSA APP CON 175°-354° 124.0 338.3 355°-174° 119.1 351.8	TULSA TOWER 121.2 310.8 Rwys 18L-36R, 8-26 118.7 257.8 Rwy 18R-36L	GND CON 121.9 348.6	CLNC DEL 134.05 284.7	ASR
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EMERG SAFE ALT 100 NM 4500



CATEGORY	C	D	E
S-26	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)
CIRCLING *	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2½ 623 (700-2½)
S-ASR 26	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)



TULSA, OKLAHOMA

36°12'N-95°53'W

TULSA INTL (KTUL)

Amdt 3 08213

HI-VOR/DME or TACAN RWY 26


SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

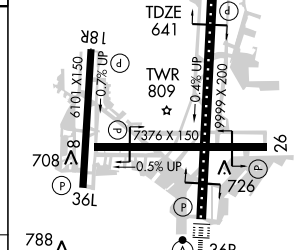
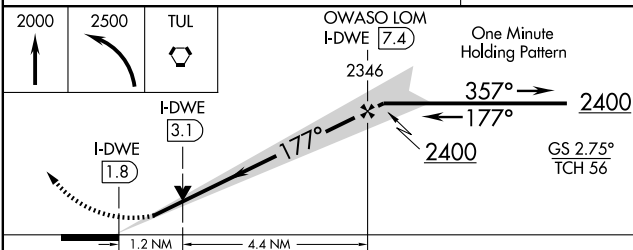
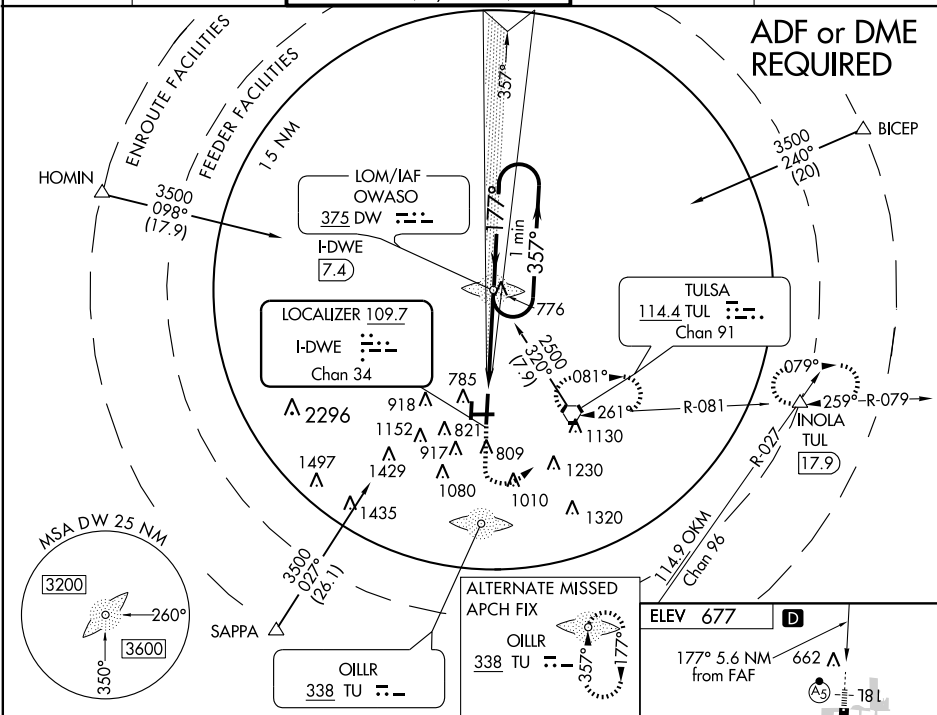
LOC/DME I-DWE <u>109.7</u> Chan 34	APP CRS 177°	Rwy Idg TDZE Apt Elev	9999 641 677
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ILS or LOC RWY 18L

TULSA INTL (TUL)

<p>V Circling NA for Cat. E south of runway 8-26.</p> <p>A Autopilot coupled approach NA below 1288.</p> <p>ASR For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 1800 then climbing left turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound.)</p>
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ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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CATEGORY	A	B	C	D	E	FA		(A) = 36R			
S-ILS 18L	841/24 200 (200-½)					TDZ/CL Rwy 36R HRL Rwys 8-26, 18L-36R and 18R-36L REL Rwys 8, 18R, 26 and 36L					
S-LOC 18L	1040/24 399 (400-½)			1040/40 399 (400-¾)	1040/50 399 (400-1)	FAF to MAP 5.6 NM					
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2 ¼ 623 (700-2 ¼)	Knots	60	90	120	150	180
						Min:Sec	5:36	3:44	2:48	2:14	1:52

TULSA, OKLAHOMA

Amdt 15 10266

TULSA INTL (TUL)

ILS or LOC RWY 18L

36°12'N - 95°53'W


SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

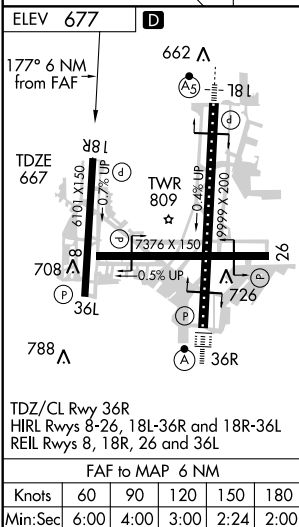
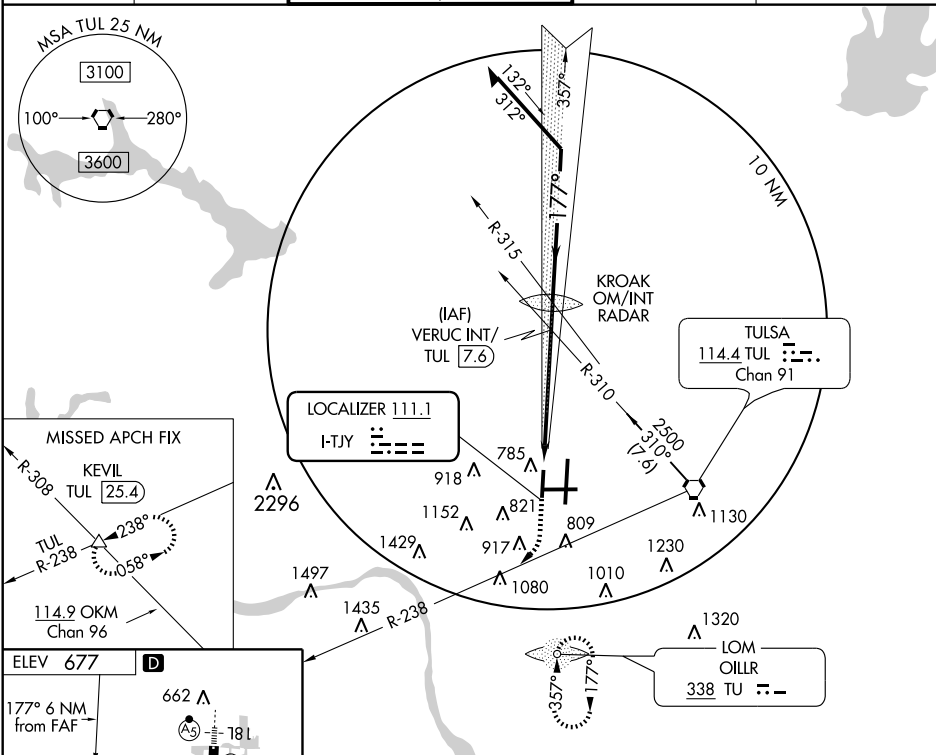
ILS or LOC RWY 18R

TULSA INTL (TUL)

LOC I-TJY 111.1	APP CRS 177°	Rwy Idg TDZE Apt Elev	6101 667 677
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 ASR	MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.		
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ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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ELEV 677	D	177° 6 NM from FAF	662 A	181	788 A	708 A	7376 X 1.50	726	36L	36R
TDZE 667										
1400	2600	KEVIL	VERUC INT/TUL 7.6	VGSI and ILS glidepath not coincident.	Remain within 10 NM	357°	177°	2500	GS 2.75° TCH 60	
5 NM	1 NM									
CATEGORY	A	B	C	D						
S-ILS 18R		867-¾	200 (200-¾)							
S-LOC 18R	1080-1	413 (500-1)	1080-1¼	413 (500-1¼)						
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)						

LOC/DME I-TUL 110.3 Chan 40	APP CRS 357°	Rwy Idg 9999 TDZE 650 Apt Elev 677
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ILS or LOC RWY 36R
TULSA INTL (TUL)

T For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and
A increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For
ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E. RT. 259° inbound.)

ATIS
124.9 377.2

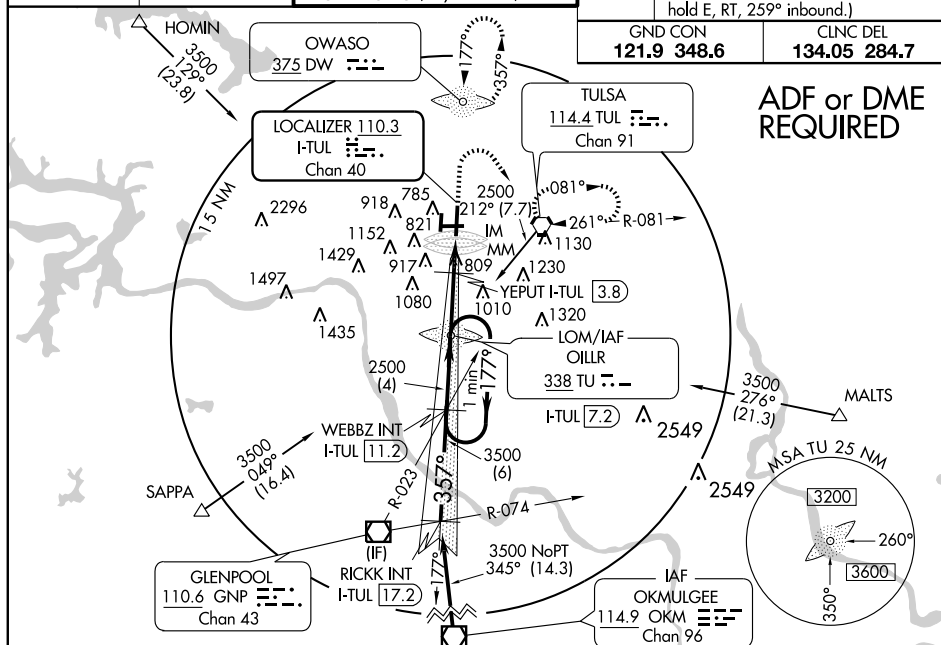
TULSA APP CON
124.0 338.3

TULSA TOWER	
121.2	310.8 (Rwys 18L-36R, 8-26)
118.7	257.8 (Rwy 18R-36L)

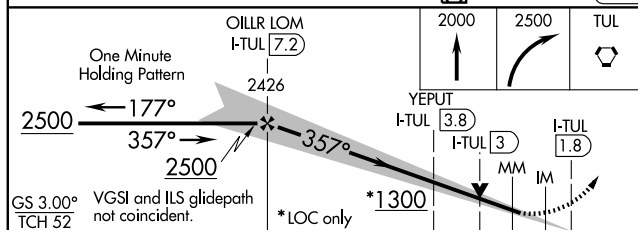
GND CON	
121.9	348.6

CLNC DEL
34.05 284.7

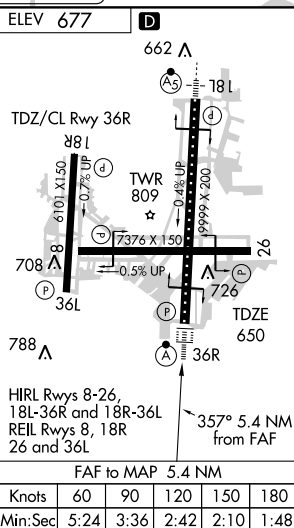
ADF or DME
REQUIRED



SC-1. 23 SEP 2010 to 21 OCT 2010



		<div><div></div><div>3.4 NM</div><div></div></div>		0.8	0.6	0.4	0.2	
CATEGORY	A	B	C	D		E		
S-ILS 36R	850/18		200 (200-½)		850/24 200 (200-½)			
S-LOC 36R	1300/24	650 (700-½)	1300/60 650 (700-¼)	1300-1½ 650 (700-½)	1300-1¾ 650 (700-¼)			
CIRCLING	1300-1	623 (700-1)	1300-1¾ 623 (700-¾)	1300-2 623 (700-2)	NA			
YEPUT FIX MINIMUMS								
S-LOC 36R	1060/24	410 (400-½)	1060/40	410 (400-¾)	1060/50 410 (400-1)			
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-½)	1300-2 623 (700-2)	NA			



TULSA, OKLAHOMA
Amdt 29A 10266

36°12'N - 95°53'W

TULSA INTL (TUL)
ILS or LOC RWY 36R

LOC/DME I-TUL
110.3
Chan**40**

APP CRS
357°

Rwy Idg	9999
TDZE	650
Apt Elev	677

9999
650
677

ILS RWY 36R (CAT II)
TULSA INTL (TUL)

▼ For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and **▲** increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E. RT. 259° inbound.)

ATIS
124.9 377.2

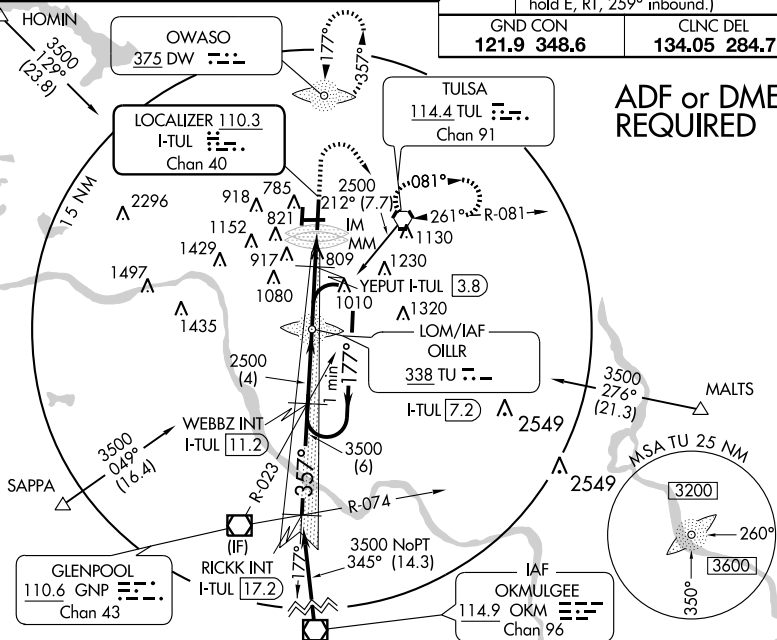
TULSA APP CON
124.0 338.3

TULSA TOWER	
121.2	310.8 (Rwys 18L-36R, 8-26)
118.7	257.8 (Rwy 18R-36L)

GND CON	
121.9	348.6

CLNC DEL
34.05 284.7

ADF or DME
REQUIRED



ELEV 677

D

OILLR LOM
I-TUL 7.2

Holding Pattern

2500

← 177°

7°

GS 3.00%
TCH 52

VGSI and ILS alignment not coincident.

4.8 NM 2314' 1028' 810'

CATEGORY
S-ILS 36P

A

--	--

D

RA 116/12 100 DA 750

TDZ/CL Rwy 36R

HIRL Rwy 8-26, 18L-36R and 18R-36L
REIL Rwy 8, 18R, 26 and 36L

TULSA, OKLAHOMA

Amdt 29A 10266

36°12'N - 95°53'W

TULSA INTL (TUL)

ILS RWY 36R (CAT II)

SC-1. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	7376
083°	TDZE	671
	Apt Elev	677

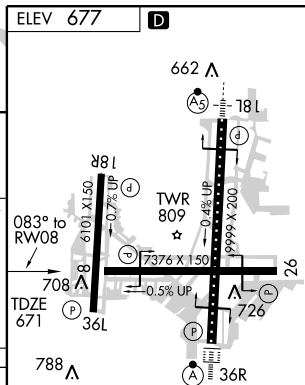
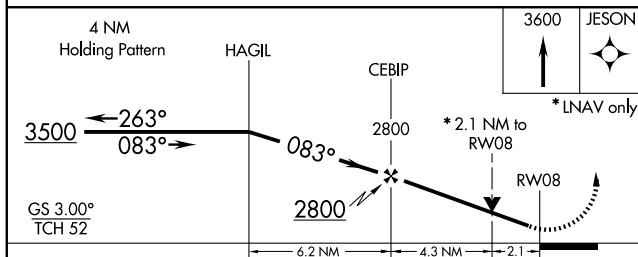
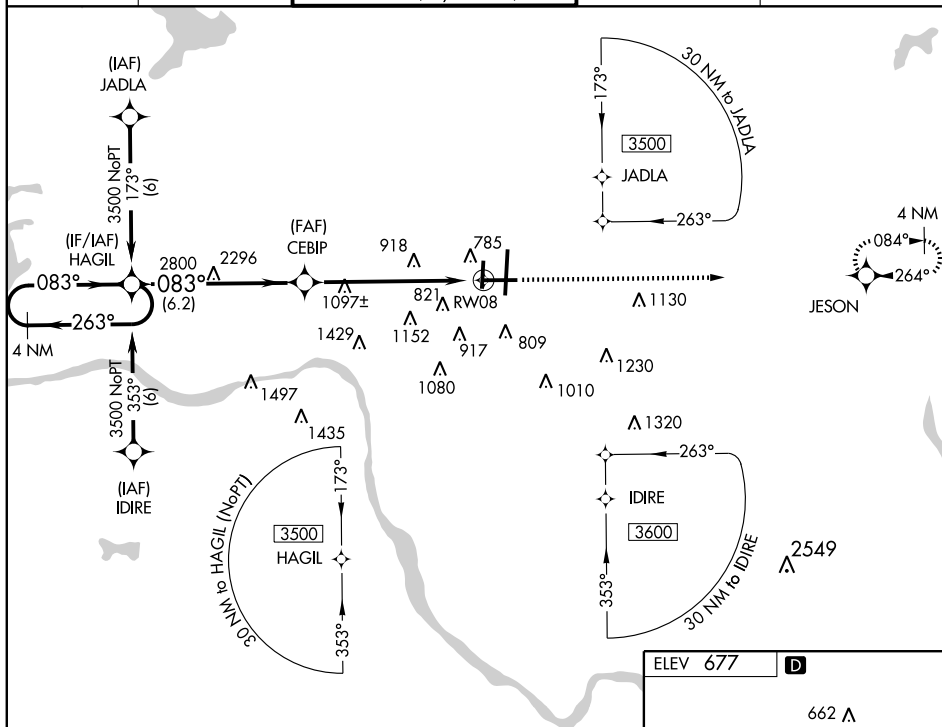
RNAV (GPS) RWY 8

TULSA INTL (TUL)

V Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
ASR

MISSED APPROACH: Climb to 3600 direct JESON and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1085-1½ 414 (500-1½)				
LNAV MDA	1380-1 709 (800-1)	1380-2 709 (800-2)	1380-2¼ 709 (800-2¼)	1380-2½ 709 (800-2½)	
CIRCLING	1380-1 703 (800-1)	1380-2 703 (800-2)	1380-2¼ 703 (800-2¼)	1380-2½ 703 (800-2½)	

TDZ/CL Rwy 36R
 HIRL Rwys 8-26, 18L-36R and 18R-36L
 REIL Rwys 8, 18R, 26 and 36L

WAAS CH 93504 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	9999 641 677
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RNAV (GPS) RWY 18L

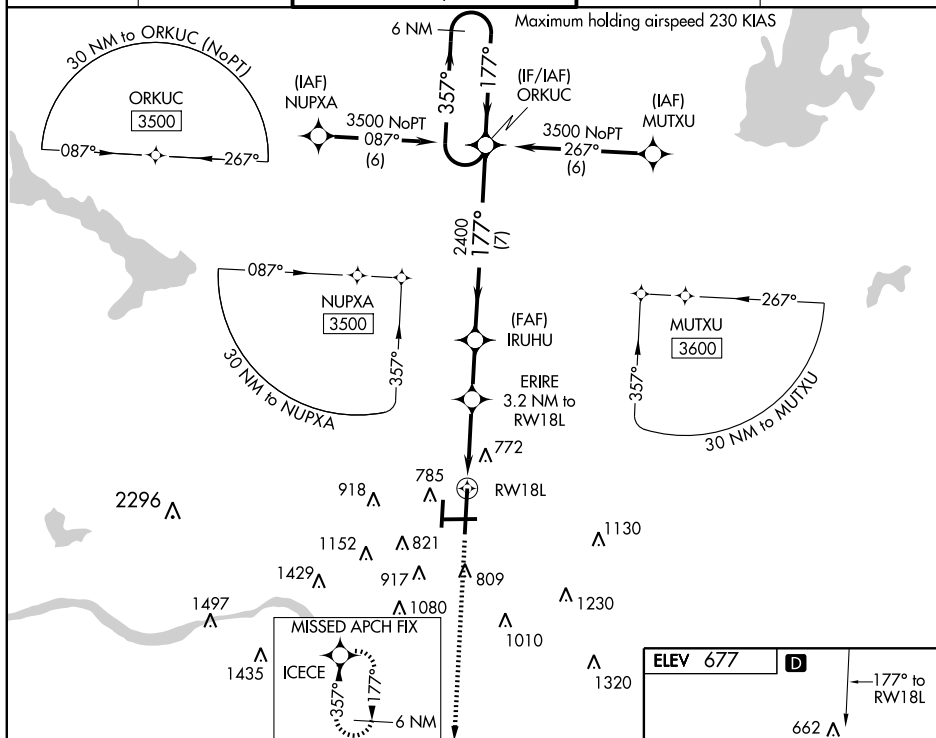
TULSA INTL (TUL)

⚠ Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cat E visibility to ¾, and LNAV Cat E visibility to 1½.



MISSED APPROACH:
Climb to 3500 direct ICECE and hold.

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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3500

ICECE

↑

✦

VGSI and RNAV glidepath not coincident

6 NM Holding Pattern

*LNAV only

ERIRE

3.2 NM to RW18L

IRUHU

✖

ORNUC

357° → 3500

← 177°

1700*

2400

GS 3.00°

TCH 56

1.4

1.8 NM

2.1 NM

7 NM

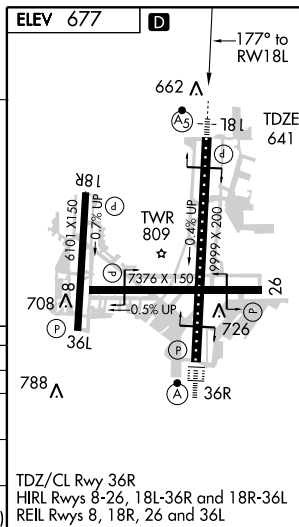
1.4

1.8 NM

2.1 NM

7 NM

CATEGORY	A	B	C	D	E
LPV DA	908/24		267 (300-½)		
LNAV/VNAV DA	1117/60		476 (500-¼)		
LNAV MDA	1080/24	439 (500-½)	1080/40 439 (500-¾)	1080/50	439 (500-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-½)	1300-2 623 (700-2)	1300-2½ 623 (700-2½)



APP CRS 357°	Rwy Idg TDZE Apt Elev 6101 677
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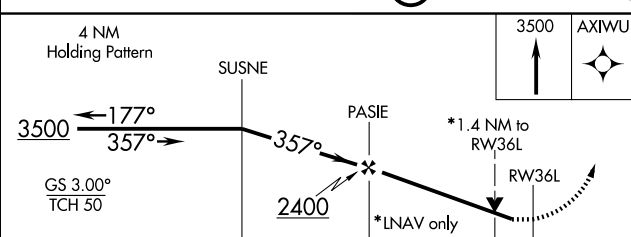
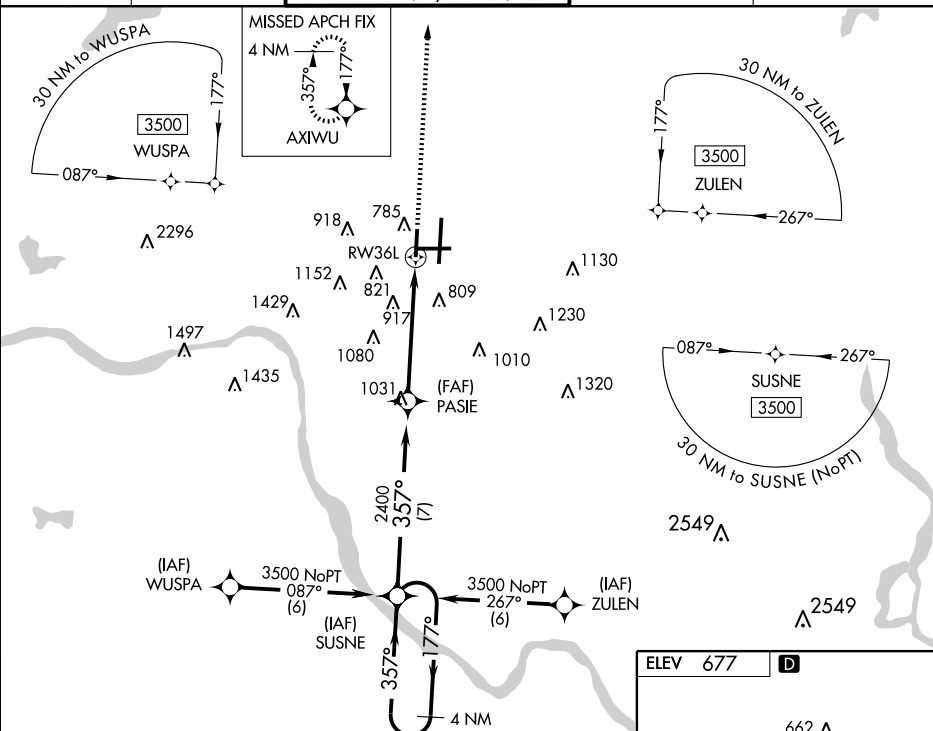
RNAV (GPS) RWY 36L

TULSA INTL (TUL)

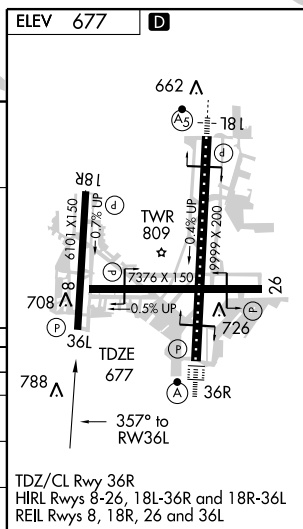
ASR Cat. E circling not authorized south of Rwy 8-26.
Baro-VNAV NA BELOW -16°C (3°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
3500 direct AXIWU and hold.

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	1104-1½ 427 (500-1½)			
RNAV MDA	1180-1 503 (600-1)	1180-1½ 503 (600-1½)	1300-2 623 (700-2)	
CIRCLING	1180-1 503 (600-1)	1180-1½ 503 (600-1½)	1300-2 623 (700-2)	



WAAS CH 82214 W36A	APP CRS 357°	Rwy Idg TDZE 650 Apt Elev 677	9999
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RNAV (GPS) RWY 36R

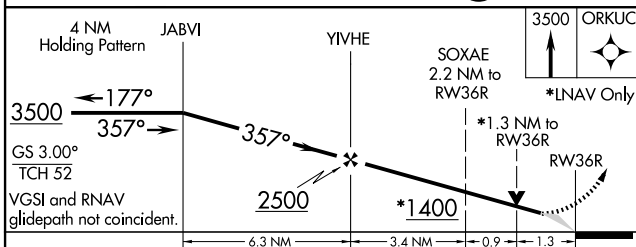
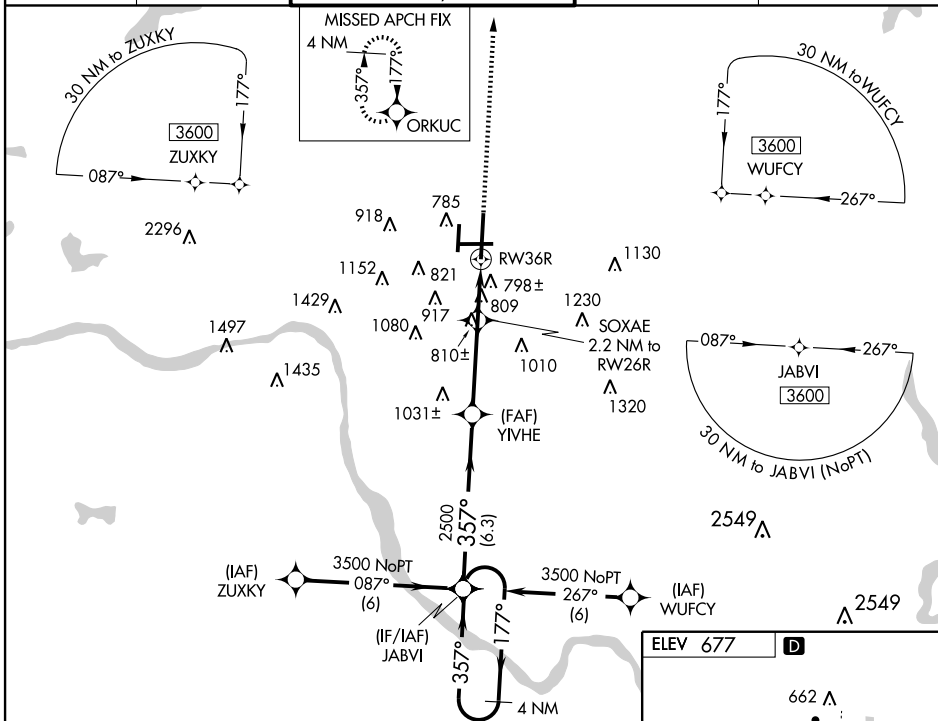
TULSA INTL (TUL)

V Circling NA for Cat E south of runway 8-26. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.
ASR For inoperative ALSF increase LPV Cat E visibility ¼ mile, LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile.

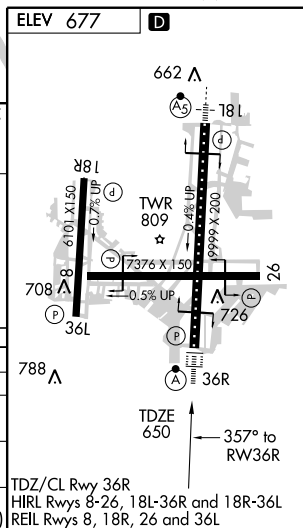


MISSED APPROACH:
Climb to 3500 direct ORKUC and hold.

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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CATEGORY	A	B	C	D	E
LPV DA	850/24		200 (200-½)		
LNAV/VNAV DA	1145/60		495 (500-1¼)		
LNAV MDA	1120/24	470 (500-½)	1120/40 470 (500-¾)	1120/50 470 (500-1)	1120/60 470 (500-1¼)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)



WAAS CH 69614 W18B	APP CRS 177°	Rwy Idg TDZE Apt Elev	6101 667 677
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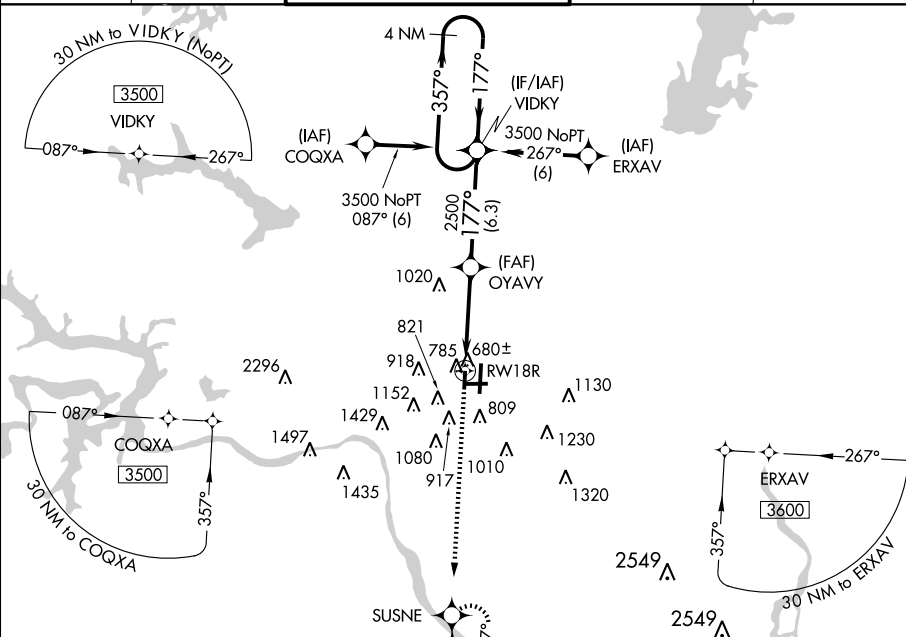
RNAV (GPS) Y RWY 18R

TULSA INTL (TUL)

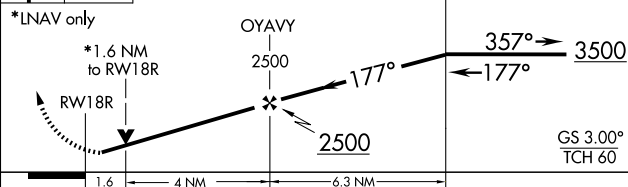
V Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ASR

MISSED APPROACH: Climb to 3500
direct SUSNE and hold

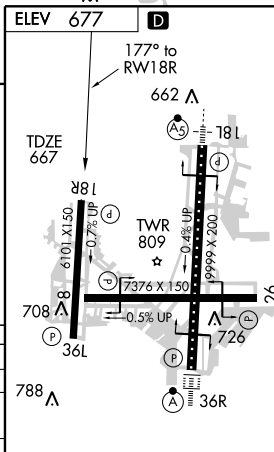
ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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3500 SUSNE VGSI and RNAV glidepath not coincident. 4 NM Holding Pattern



CATEGORY	A	B	C	D	E
LPV DA	867-3/4	200 (200-3/4)			
LNAV/VNAV DA	978-1 1/4	311 (400-1 1/4)			
LNAV MDA	1160-1 493 (500-1)	1160-1 1/4 493 (500-1 1/4)	1160-1 1/2 493 (500-1 1/2)	1160-1 3/4 493 (500-1 3/4)	
CIRCLING	1160-1 483 (500-1)	1160-1 1/2 483 (500-1 1/2)	1300-2 623 (700-2)	1300-2 1/4 623 (700-2 1/4)	



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

WAAS CH 93814 W26A	APP CRS 263°	Rwy Idg TDZE Apt Elev	7376 651 677
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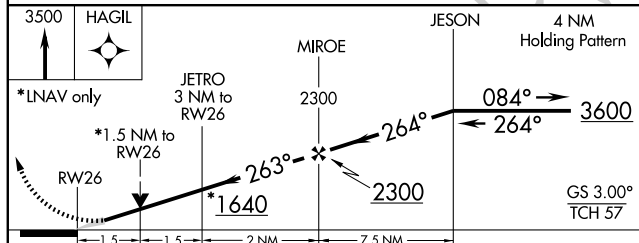
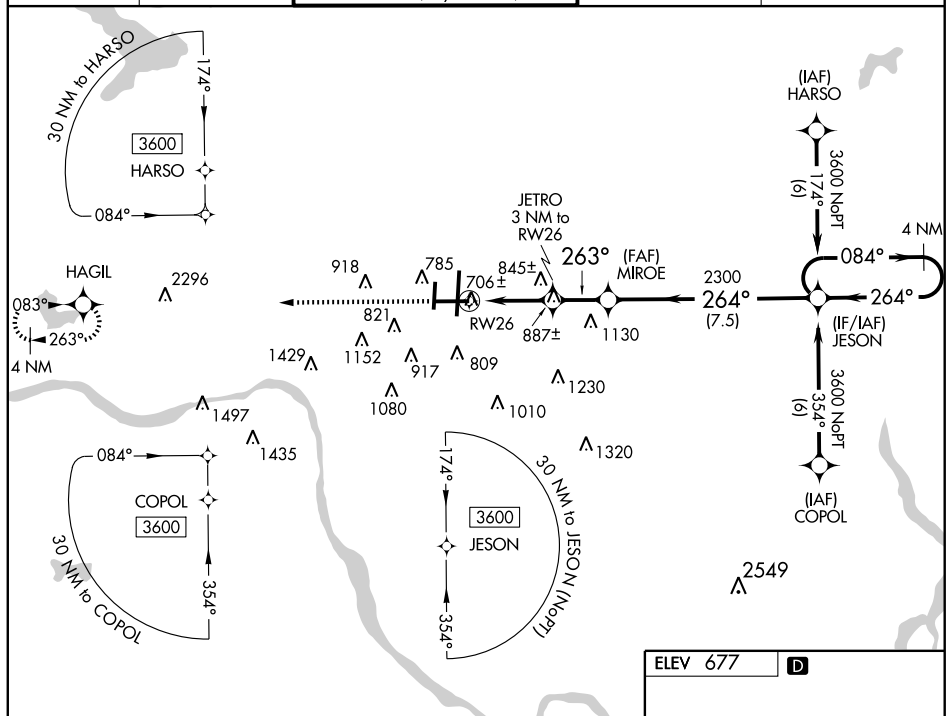
RNAV (GPS) Y RWY 26

TULSA INTL (TUL)

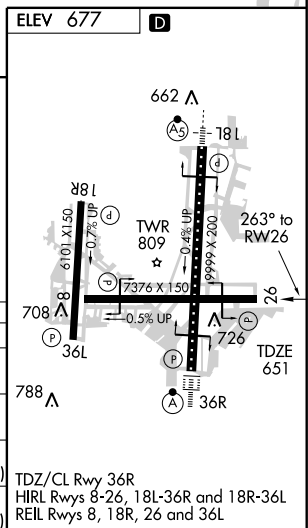
⚠ Circling NA for Cat E south of Rwy 8-26.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F)
 or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
3500 direct HAGIL and hold.

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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CATEGORY	A	B	C	D	E
LPV DA	851-3/4 200 (200-3/4)				
LNAV/VNAV DA	1088-1 1/2 437 (500-1 1/2)				
LNAV MDA	1160-1 509 (500-1)	1160-1 1/2 509 (500-1 1/2)		1160-1 3/4 509 (500-1 3/4)	
CIRCLING	1160-1 483 (500-1)	1160-1 1/2 483 (500-1 1/2)	1300-2 623 (700-2)	1300-2 1/4 623 (700-2 1/4)	



APP CRS	Rwy Idg	6101
177°	TDZE	667
	Apt Elev	677

RNAV (RNP) Z RWY 18R
TULSA INTL (TUL)

	GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 47°C (118°F).
ASR	

MISSED APPROACH: Climb to 3800 on track
177° to SUSNE and hold.

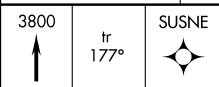
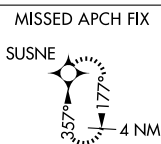
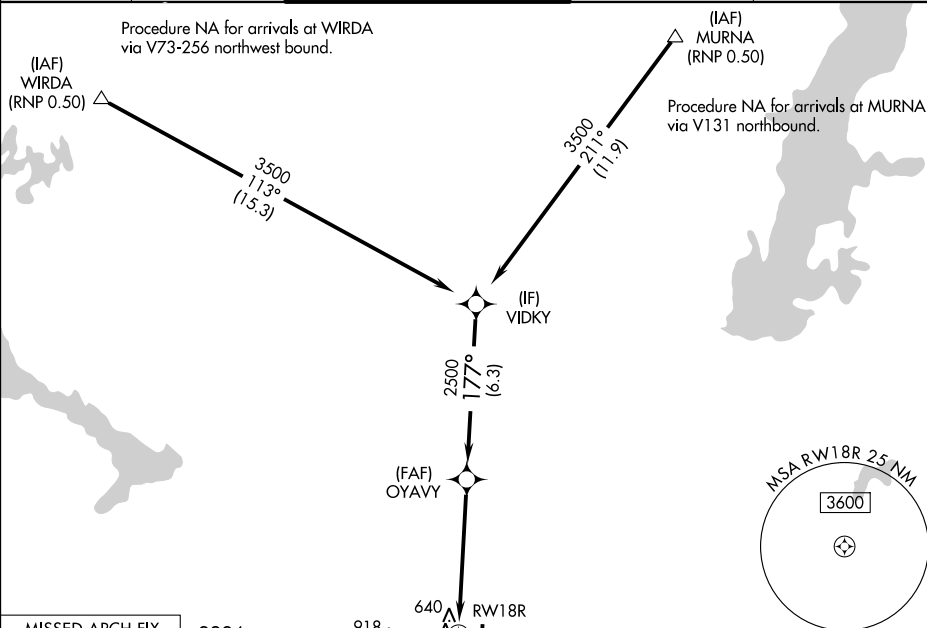
ATIS
124.9 377.2

TULSA APP CON
124.0 338.3

TULSA TOWER
121.2 310.8 (Rwys 18L-36R, 8-26)
118.7 257.8 (Rwy 18R-36L)

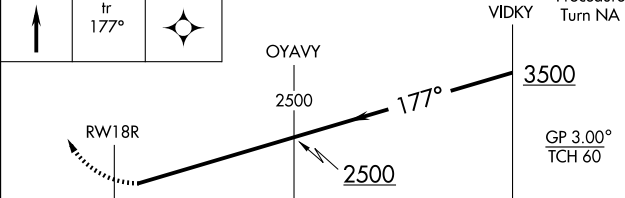
GND CON
121.9 348.6

CLNC DEL
134.05 284.7



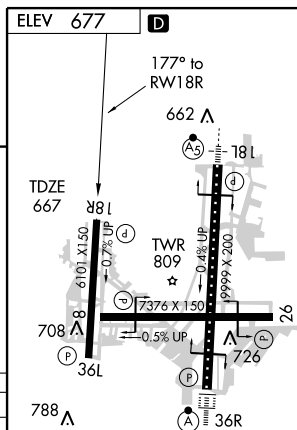
VGSI and RNAV glidepath not coincident.

Procedure



		5.6 NM	6.3 NM	
CATEGORY	A	B	C	D
RNP 0.27 DA		970-1	303 (300-1)	
RNP 0.30 DA		978-1¼	311 (400-1¼)	

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED.**



TDZ/CL Rwy 36R
HIRL Rwy 8-26, 18L-36R and 18R-36L
REIL Rwy 8, 18R, 26 and 36L

TULSA, OKLAHOMA
Orig 23SEP10

36°12'N - 95°53'W

TULSA INTL (TUL)

RNAV (RNP) Z RWY 18R

SC-1. 23 SEP 2010 to 21 OCT 2010

APP CRS 263°	Rwy Idg 7376
	TDZE 651
	Apt Elev 677

RNAV (RNP) Z RWY 26

TULSA INTL (TUL)

GPS required.
 For uncompensated Baro-VNAV systems, procedure
 NA below -13°C (7°F) or above 47°C (118°F).

MISSED APPROACH: Climb to 3700
 on track 263° to HAGIL and hold.

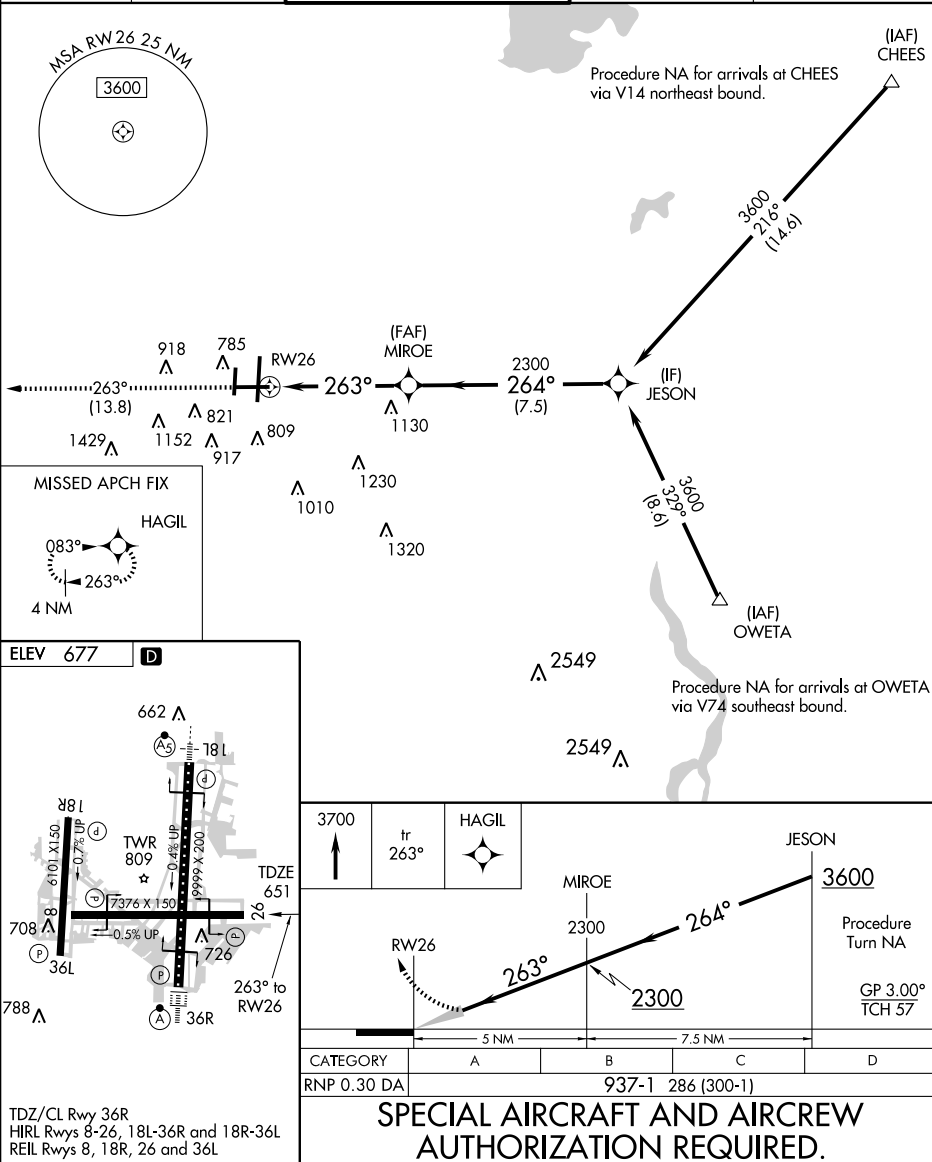
ATIS
124.9 377.2

TULSA APP CON
124.0 338.3

TULSA TOWER
121.2 310.8 (Rwys 18L-36R, 8-26)
118.7 257.8 (Rwy 18R-36L)

GND CON
121.9 348.6

CLNC DEL
134.05 284.7



(TUL5.TUL) 09351

TULSA FIVE DEPARTURE

SL-432 (FAA)

TULSA, INTL (TUL)
TULSA, OKLAHOMA

ATIS 124.9 377.2
CLNC DEL
134.05 284.7
TULSA TOWER
118.7 257.8 RWY 18R-36L
121.2 310.8 RWYS 18L-36R, 8-26

WESTBOUND
DEPARTURE FREQ
124.0 338.3

CHANUTE
109.2 CNU
Chan 29
N37°37.57'-W95°35.61'
L-10-15, H-5

FARMINGTON
115.7 FAM
Chan 104
N37°40.41'-W90°14.04'
L-16, H-5

NEOSHO
117.3 EOS
Chan 120
N36°50.55'-W94°26.14'
L-16, H-6

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36'-W93°20.04'
L-16, H-5

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06'-W96°01.10'
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79'-W94°07.28'
L-16, H-6

KINGFISHER
114.7 IFI
Chan 94
N35°48.32'-W98°00.24'
L-15, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78'-W95°47.29'
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52' - W97°36.55'
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.30'-W94°16.29'
L-16, H-6

ARDMORE
116.7 ADM
Chan 114
N34°12.70'-W97°10.09'
L-17, H-6

McALESTER
112.0 MLC
Chan 57
N34°50.97'-W95°46.94'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
L-17, H-6

EASTBOUND
DEPARTURE FREQ
119.1 351.8

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

TULSA FIVE DEPARTURE
(TUL5.TUL) 09351

TULSA, OKLAHOMA
TULSA INTL (TUL)

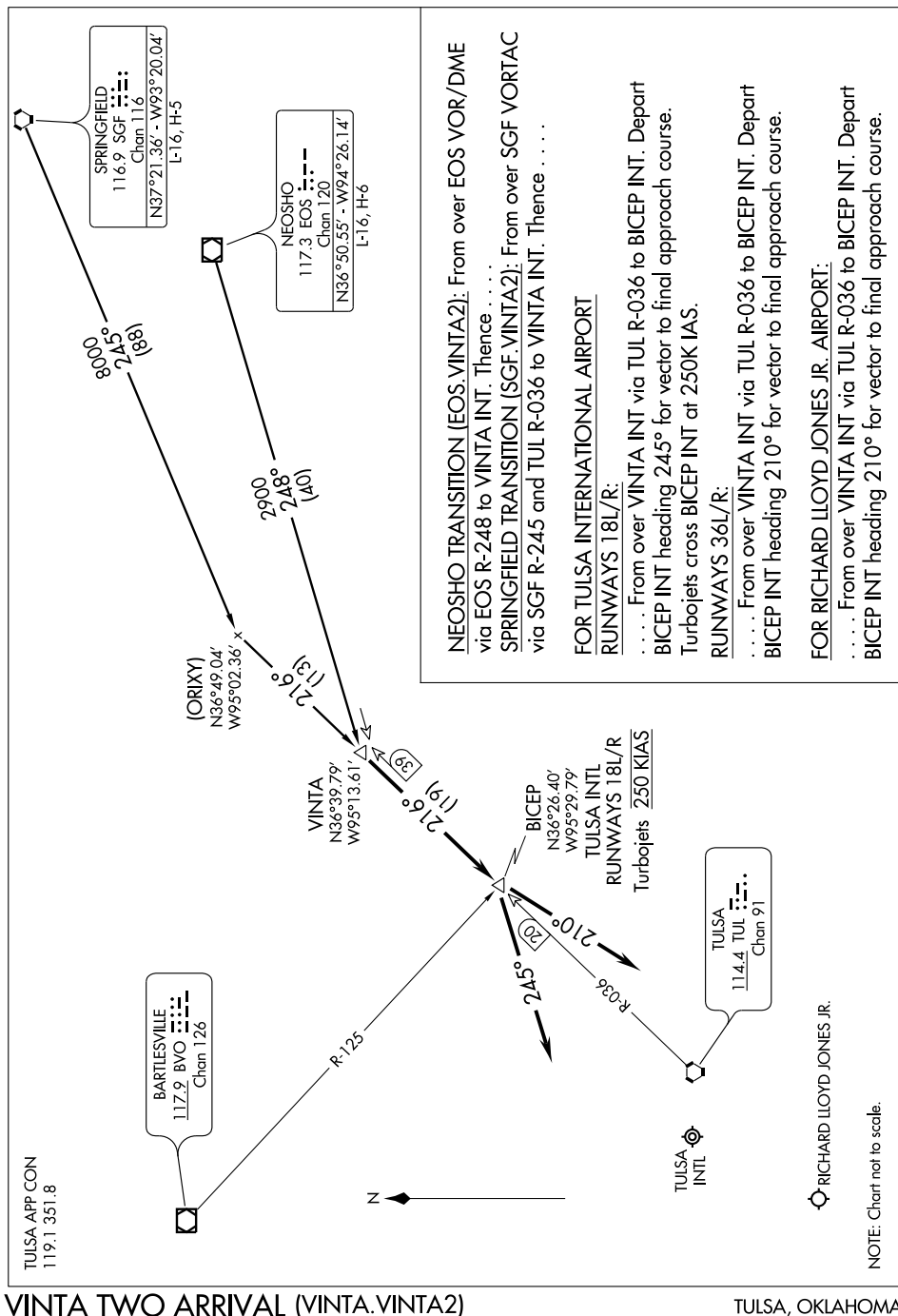
SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

SC-1, 23 SEP 2010 to 21 OCT 2010






SC-1, 23 SEP 2010 to 21 OCT 2010

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

VORTAC TUL 114.4 Chan 91	APP CRS 082°	Rwy Idg 7376 TDZE 671 Apt Elev 677
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VOR/DME RWY 8
TULSA INTL (TUL)

Circling NA for Cat E south of Rwy 8-26.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.

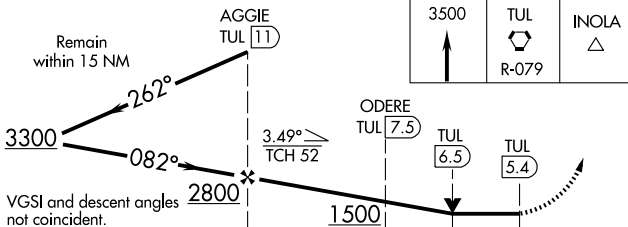
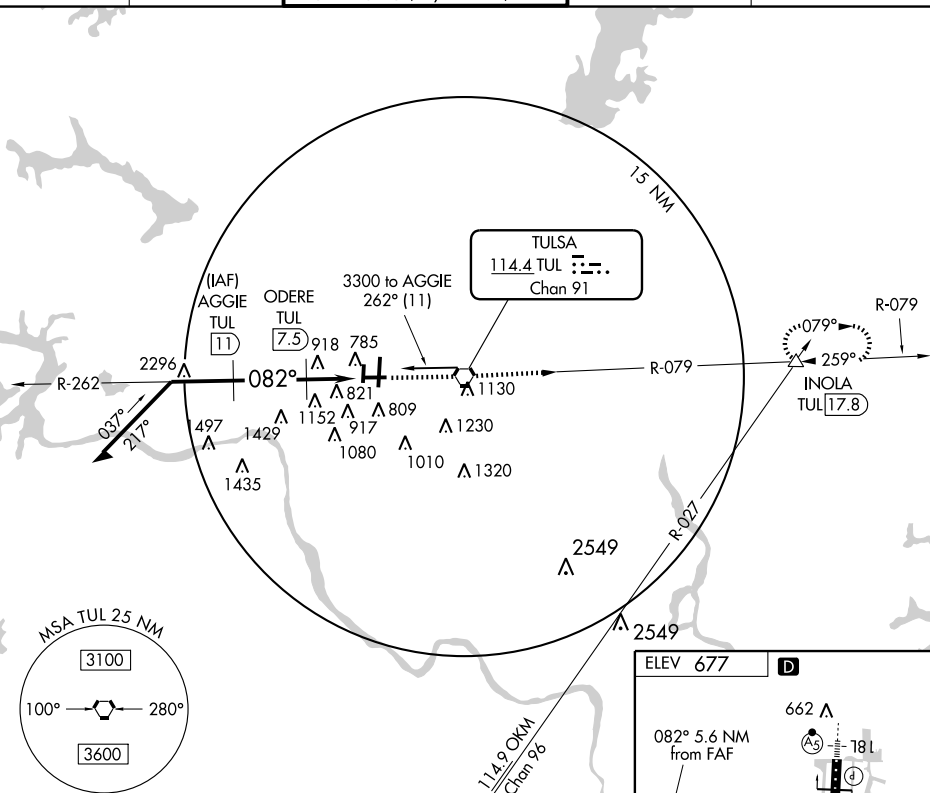
ATIS
124.9 377.2

TULSA APP CON
124.0 338.3

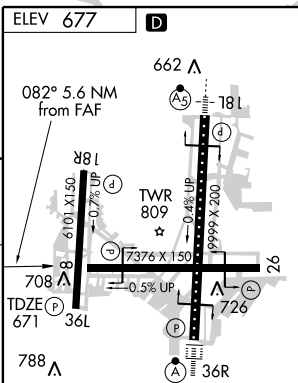
TULSA TOWER	
121.2	310.8 (Rwys 18L-36R, 8-26)
118.7	257.8 (Rwy 18R-36L)

GND CON
121.9 348.6

CLNC DEL
134.05 284.7



CATEGORY	3.5 NM		1 NM		1.1 NM	
	A	B	C	D	E	
S-8	1080-1	409 (500-1)	1080-1¼	409 (500-1¼)	1080-1½ 409 (500-1½)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)	



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

TULSA, OKLAHOMA
Amdt 4 23SEP10

36°12'N - 95°53'W

TULSA INTL (TUL)
VOR/DME RWY 8

SC-1. 23 SEP 2010 to 21 OCT 2010

VORTAC TUL	APP CRS	Rwy Idg	7376
114.4	262°	TDZE	651
Chan 91		Apt Elev	677

VOR or TACAN RWY 26
TULSA INTL (TUL)

T
A
ASR

Circling NA for Cat E south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

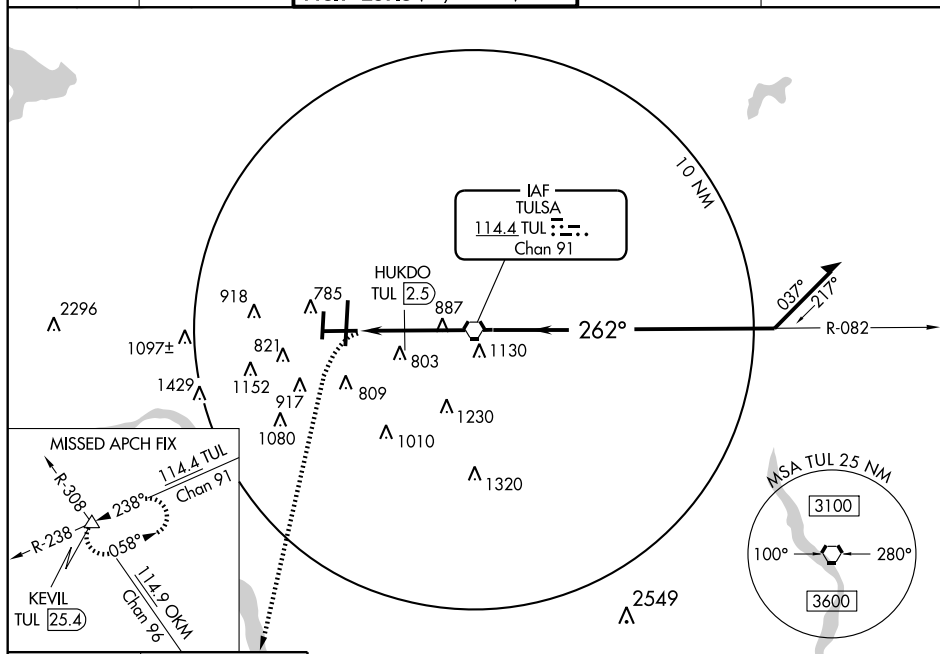
ATIS
124.9 377.2

TULSA APP CON
124.0 338.3

TULSA TOWER	
121.2	310.8 (Rwys 18L-36R, 8-26)
118.7	257.8 (Rwy 18R-36L)

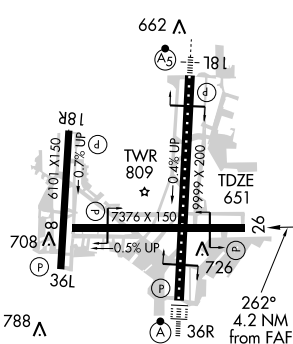
GND CON
121.9 348.6

CLNC DEL
134.05 284.7



ELEV 677

D



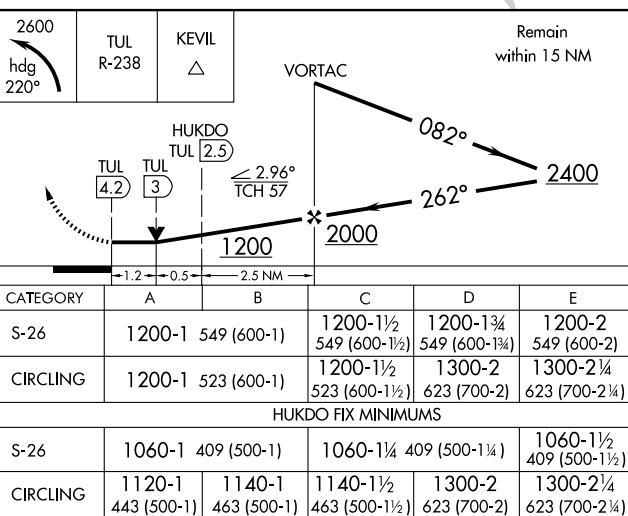
TDZ/CL Rwy 36R
HIRL Rwy 8-26, 18L-36R and 18R-36L
REIL Rwy 8, 18R, 26 and 36L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

TULSA, OKLAHOMA

Amdt 24 23SEP10



TULSA INTL (TUL)

VOR or TACAN RWY 26

36°12'N - 95°53'W

VICI MUNI (501) 1 S UTC-6(-5DT) N36°08.50' W99°18.19'

WICHITA

2268 NOTAM FILE MLC

RWY 16-34: H2565X50 (ASPH) S-8 LIRL

RWY 16: Tree.

AIRPORT REMARKS: Unattended. 145' Grain elevator 3200' NE fm end of Rwy 16.

COMMUNICATIONS: CTAF 122.9

VINITA MUNI (H04) 2 SE UTC-6(-5DT) N36°36.98' W95°09.08'

KANSAS CITY

696 B TPA-1496(800) NOTAM FILE MLC

L-15E

RWY 17-35: H3265X60 (ASPH) MIRL

RWY 17: Thld displcd 110'. Trees.

RWY 35: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. +17' interstate highway 425' north of Rwy 17

AER. ACTIVATE MIRL Rwy 17-35-122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14' 242° 37.1 NM to fld. 1200/7E.

WAGONER

HEFNER-EASLEY (H68) 2 E UTC-6(-5DT) N35°57.76' W95°20.51'

DALLAS-FT. WORTH

609 B NOTAM FILE MLC

L-15E

RWY 18-36: H3405X60 (ASPH) S-12.5 MIRL 0.4% up S

IAP

RWY 18: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

RWY 36: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

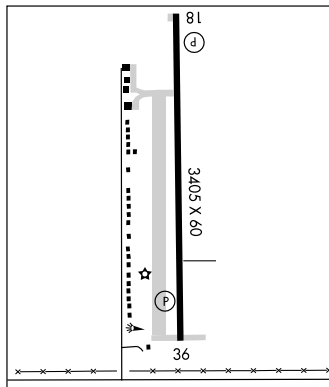
AIRPORT REMARKS: Unattended. N-S turf used for twy only. Ultralights on or invof arpt. Rwy 36 PAPI OTS indef. PAPI Rwy 18 unusable byd 7° left of course and 8° right of course. Rwy 18-36 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

TULSA APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 115° 25.8 NM to fld. 770/8E.



WALTERS MUNI (305) 4 W UTC-6(-5DT) N34°22.36' W98°24.35'

DALLAS-FT. WORTH

1058 B NOTAM FILE MLC

RWY 16-34: H2900X50 (ASPH) S-7 MIRL

RWY 16: P-line.

RWY 34: P-line.

AIRPORT REMARKS: Unattended. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

WAMPA N34°47.87' W95°49.24' NOTAM FILE MLC.

DALLAS-FT. WORTH

NDB (LOM) 344 ML 014° 5.4 NM to McAlester Rgnl.

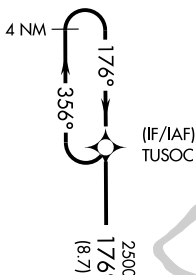
APP CRS
176°Rwy Idg **3405**
TDZE **594**
Apt Elev **598****RNAV (GPS) RWY 18**
WAGONER/HEFNER-EASLEY (H68)

V Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night.
Δ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

TULSA APP CON
119.1 351.8CTAF
122.9

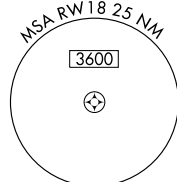
NoPT for arrival at TUSOC on V140.



A 2549

A 2549

805 A
1015 A
835 A
RW18
769±
723±
A 932



ELEV 598

176° to RW18



2500

TUSOC

4 NM
Holding Pattern

TUSOC

WAGUR

2500 ← 356°
176° → 176° → 2500

3.05°
TCH 37
RW18

8.7 NM

5.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1080-1	486 (500-1)	NA	NA
CIRCLING	1180-1	582 (600-1)	NA	NA

MIRL Rwy 18-36

APP CRS 356°	Rwy Idg TDZE Apt Elev	3405 598 598
------------------------	-----------------------------	---

RNAV (GPS) RWY 36

WAGONER/HEFNER-EASLEY (H68)

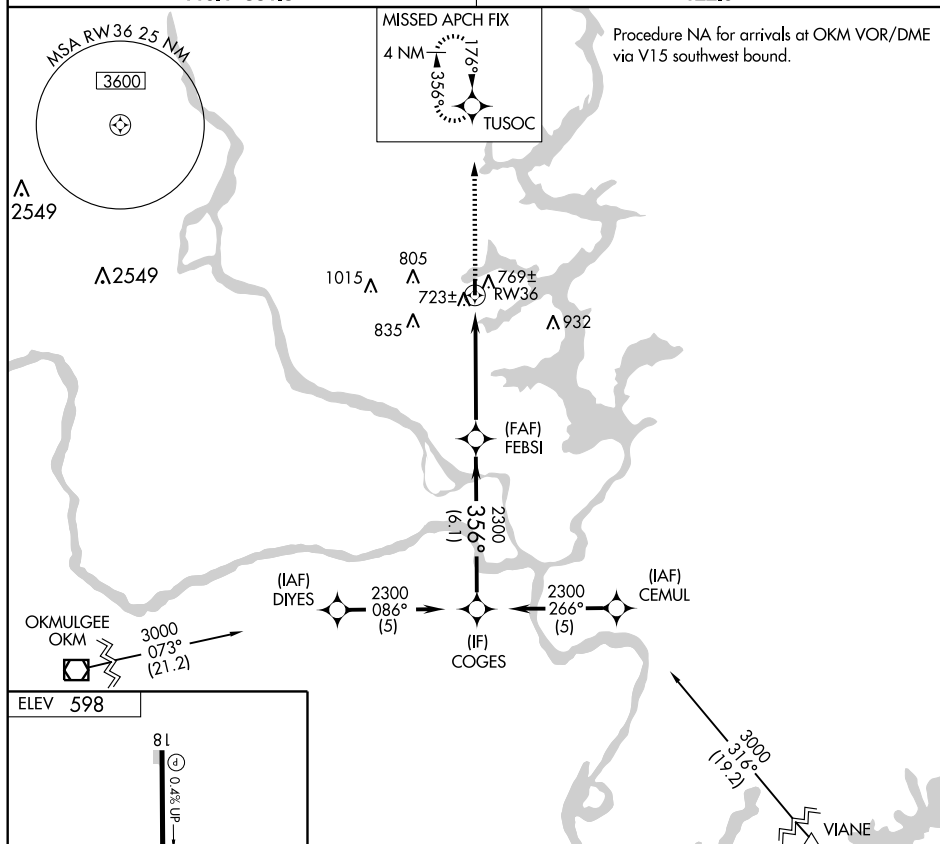
T Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

A NA DME/DME RNP-0.3 NA.

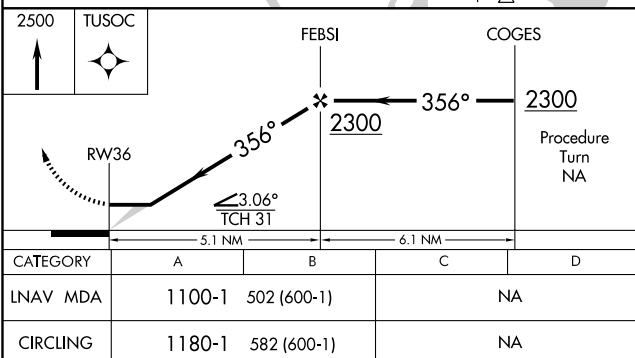
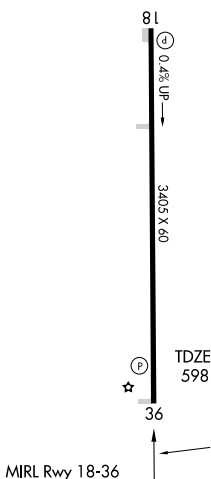
MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

TULSA APP CON
119.1 351.8

CTAF
122.9



ELEV 598



WATONGA RGNL (JWG) 1 NW UTC-6(-5DT) N35°51.88' W98°25.25'

1550 B **FUEL** 100LL NOTAM FILE JWG

RWY 17-35: H4000X60 (ASPH) S-30 MIRL 0.5% up N

RWY 17: Rgt tfc. **RWY 35:** Tree.

AIRPORT REMARKS: Attended 1400-2300Z†. For arpt attendant after hours call 580-623-5911. Golfers on west side of rwy. MIRL Rwy 17-35 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 134.175 (580) 623-7388.

COMMUNICATIONS: CTAF/UNICOM 122.8

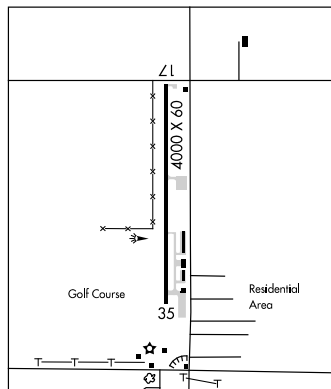
Ⓡ **VANCE APP/DEP CON** 120.525 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 126.95. (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32' W98°00.24' 271° 20.6 NM to fld. 1110/9E.

DALLAS-FT. WORTH
L-15D
IAP



WAYNOKA MUNI (1K5) 2 SE UTC-6(-5DT) N36°34.00' W98°51.14'

1543 B NOTAM FILE MLC

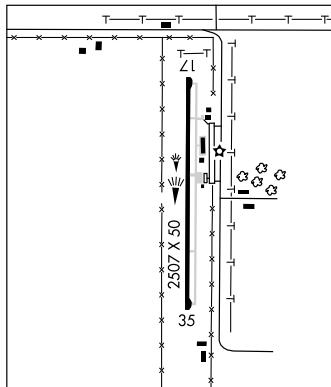
RWY 17-35: H2507X50 (ASPH) S-8 LIRL

RWY 35: Rgt tfc.

AIRPORT REMARKS: Unattended. Parallel twy clsd indef. LIRL OTS indef. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

WICHITA



APP CRS
173°

Rwy Idg **4000**
TDZE **1550**
Apt Elev **1550**

RNAV (GPS) RWY 17

WATONGA RGNL (JWG)

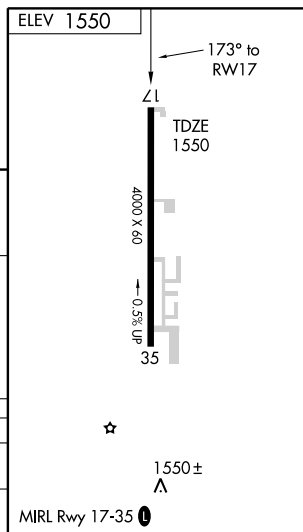
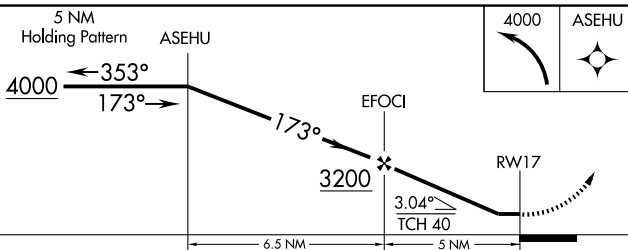
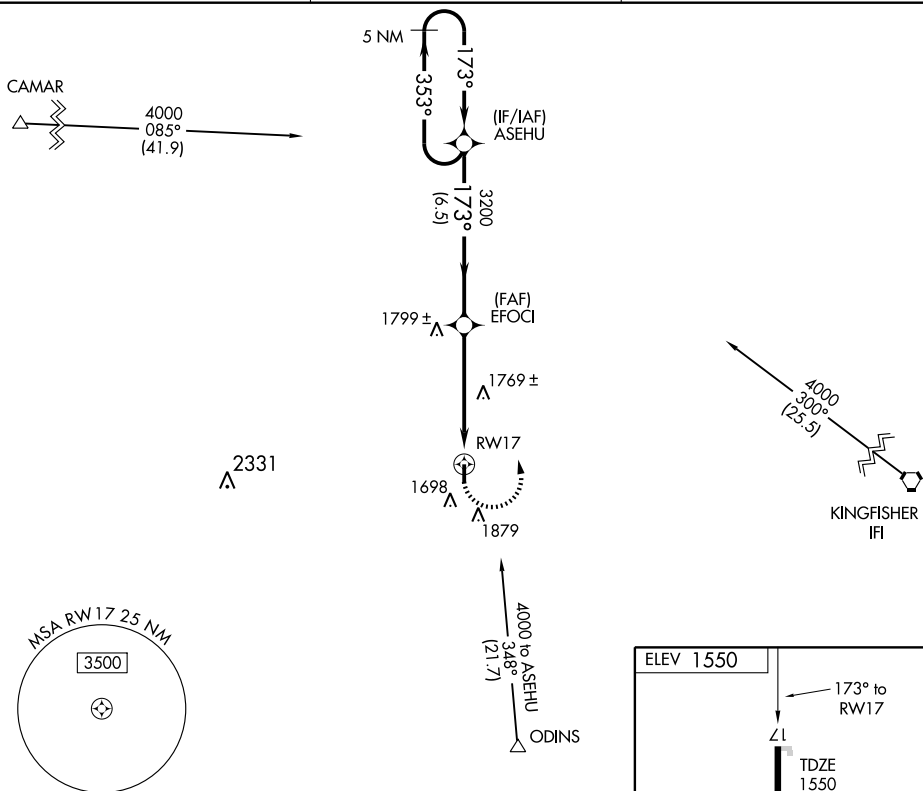
V If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3
134.175

VANCE APP CON ★
120.525 306.3

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	2060-1	510 (600-1)	2060-1½ 510 (600-1½)	NA
CIRCLING	2060-1 510 (600-1)	2240-1 690 (700-1)	2240-2 690 (700-2)	NA

VORTAC IFI 114.7 Chan 94	APP CRS 271°	Rwy Idg TDZE Apt Elev	N/A N/A 1550
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VOR/DME-A
WATONGA RGNL (JWG)

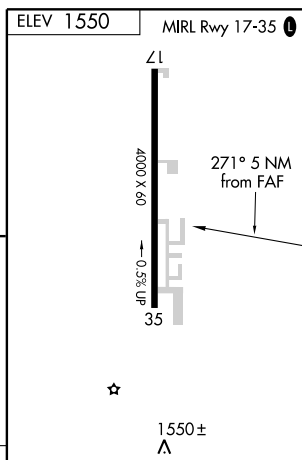
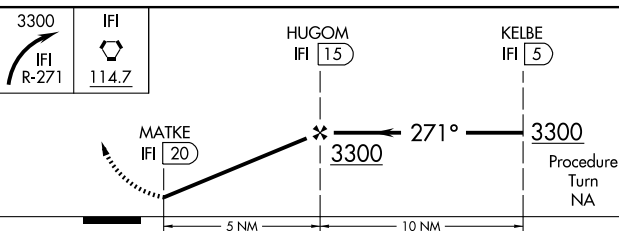
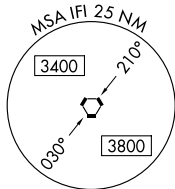
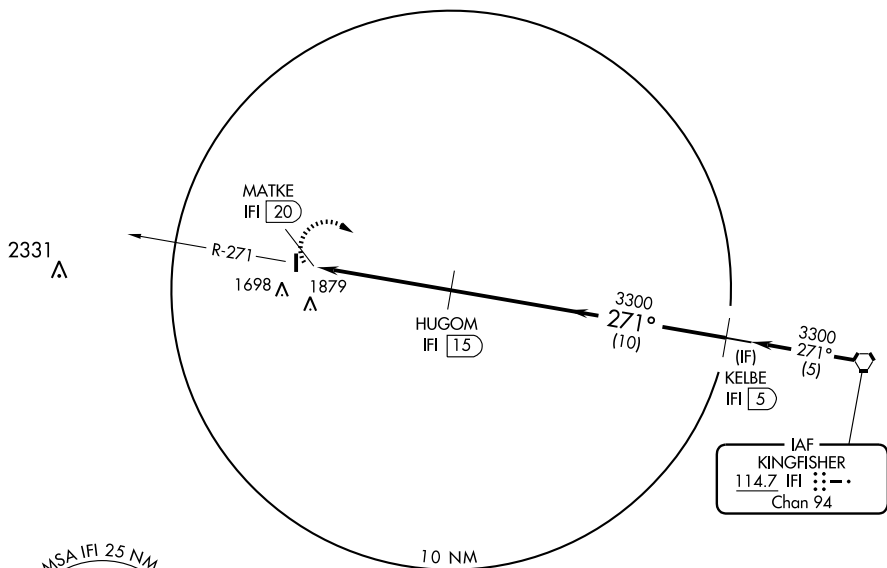
T If local altimeter setting not received, use Clinton Rgnl
A NA altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3
134,175

VANCE APP CON ★
120.525 306.3

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C
CIRCLING	2180-1 630 (700-1)	2240-1½ 690 (700-1½)	2240-2 690 (700-2)

Knots	60	90	120	150	180
Min:Sec					

WATONGA, OKLAHOMA

Amdt 3 07298

35°52' N-98°25' W

WATONGA RGNL (JWG)
VOR/DME-A

SC-1. 23 SEP 2010 to 21 OCT 2010

SC-1, 23 SEP 2010 to 21 OCT 2010

WEATHERFORD

THOMAS P. STAFFORD (OJA) 2 NE UTC-6(-5DT) N35°32.69' W98°40.11'

DALLAS-FT. WORTH

1605 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MLC

L-15D

RWY 17-35: H4400X75 (CONC) S-30, D-48 MIRL

IAP

RWY 17: PAPI (P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI (P2L)—GA 3.0° TCH 38'. P-line.

AIRPORT REMARKS: Attended 1400-0000Z.

WEATHER DATA SOURCES: AWOS-3 118.575 (580) 772-7020.

COMMUNICATIONS: CTAF/UNICOM 122.8

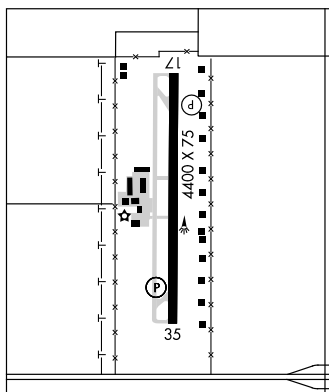
GCO 135.075 (FLIGHT SERVICES)

FORT WORTH CENTER APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'

W98°00.24' 236° 36.0 NM to fld. 1110/9E.



WESTPORT (4F1) 2 E UTC-6(-5DT) N36°13.34' W96°20.77'

KANSAS CITY

900 TPA-1500(600) NOTAM FILE MLC

RWY 03-21: H2900X42 (ASPH) S-10, D-12.5 MIRL

AIRPORT REMARKS: Attended irregularly. Rwy 21 steep uphill slope up to 130' at end of rwy. ACTIVATE MIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF 122.9

WEST WOODWARD (See WOODWARD)

WILBURTON MUNI (H05) 4 W UTC-6(-5DT) N34°55.20' W95°23.64'

DALLAS-FT. WORTH

670 B NOTAM FILE MLC

L-17D

RWY 17-35: H3000X60 (ASPH) S-2 MIRL

RWY 17: Trees. RWY 35: Trees.

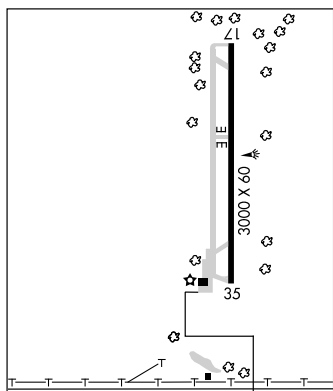
AIRPORT REMARKS: Unattended. Deer on and invof rwy. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 069° 19.6 NM to fld. 820/8E. HIWAS.



WILEY POST (See OKLAHOMA CITY)

WILLIAM POGUE N36°10.38' W96°09.25' NOTAM FILE MLC.

KANSAS CITY

NDB (MHW) 362 OWP at William R. Pogue Muni. Unmonitored.

I-15E

WILLIAM R. POGUE MUNI (See SAND SPRINGS)

WILL ROGERS WORLD (See OKLAHOMA CITY)

APP CRS **174°**
Rwy Idg **4400**
TDZE **1605**
Apt Elev **1605**

RNAV (GPS) RWY 17

WEATHERFORD/THOMAS P. STAFFORD (OJA)

▽ If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA.

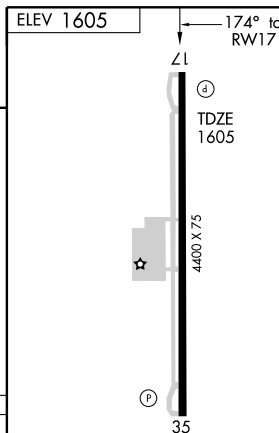
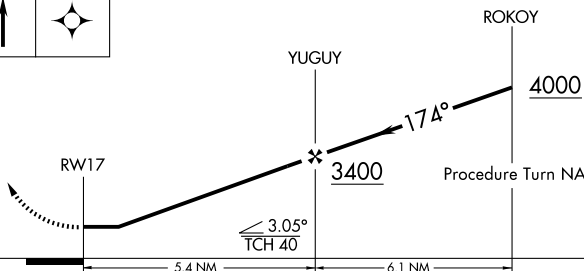
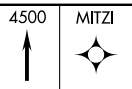
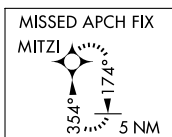
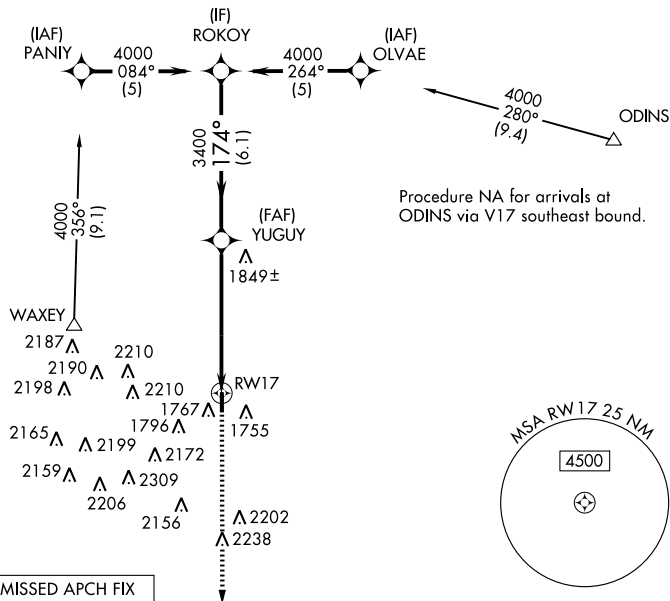
MISSED APPROACH: Climb to 4500 direct MITZI and hold.

AWOS-3
118.575

FORT WORTH CENTER
128.4 269.375

UNICOM
122.8 (CTAF)

GCO
135.075



CATEGORY	A	B	C	D
LNAV MDA	2100-1	495 (500-1)	2100-1¼ 495 (500-1¼)	NA
CIRCLING	2100-1 495 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA

MIRL Rwy 17-35

APP CRS	Rwy Idg	4400
354°	TDZE	1605
	Apt Elev	1605

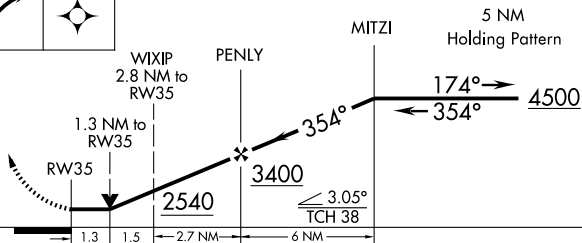
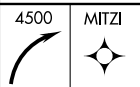
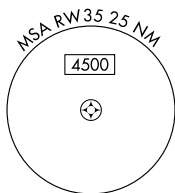
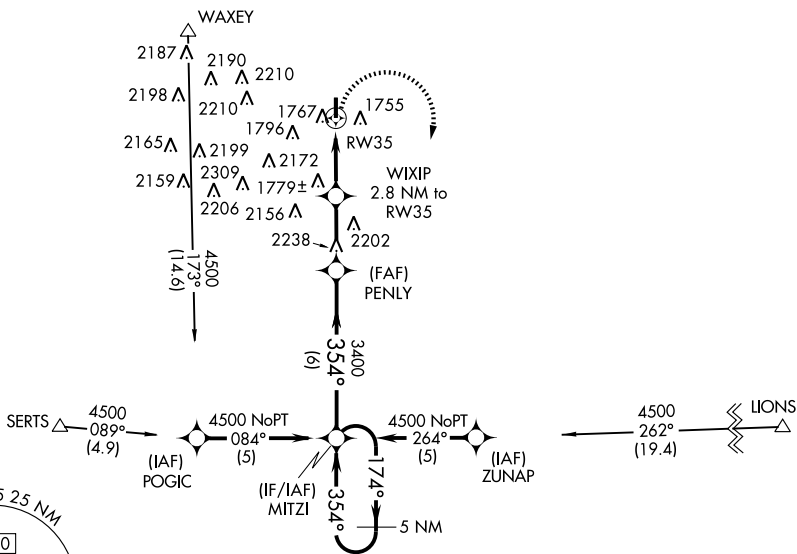
RNAV (GPS) RWY 35

WEATHERFORD/THOMAS P. STAFFORD (OJA)

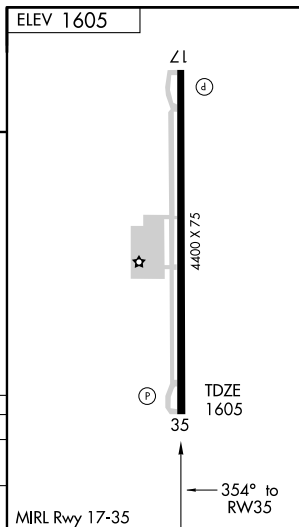
T If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Clinton Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 direct MITZI and hold.

AWOS-3 118.575	FORT WORTH CENTER 128.4 269.375	UNICOM 122.8 (CTAF)	GCO 135.075
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CATEGORY	A	B	C	D
LNNAV MDA	2040-1	435 (500-1)	2040-1¼ 435 (500-1¼)	NA
CIRCLING	2080-1 475 (500-1)	2120-1 515 (600-1)	2140-1 535 (600-1½)	NA



WEATHERFORD, OKLAHOMA
Orig 07298

WEATHERFORD/ THOMAS P. STAFFORD (OJA)

35°33'N - 98°40'W

RNAV (GPS) RWY 35

SC-1, 23 SEP 2010 to 21 OCT 2010

SC-1. 23 SEP 2010 to 21 OCT 2010

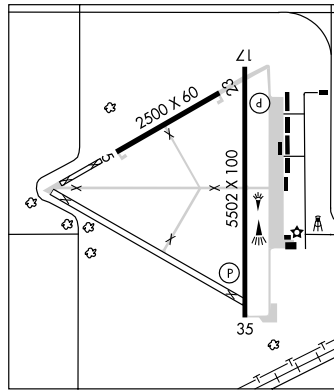
WOODRING N36°22.43' W97°47.29' NOTAM FILE WDG.
 (T) VORW/DME 109.0 ODG Chan 27 at Enid Woodring Rgnl. 1149/08E.
 RCO 122.6 (MC ALESTER RADIO)

WICHITA
 L-15D

WOODWARD

WEST WOODWARD (WWR) 6 W UTC-6(-5DT) N36°26.28' W99°31.36'
 2189 B S2 **FUEL** 100LL, JET A NOTAM FILE WWR
RWY 17-35: H5502X100 (CONC) S-30, D-60 MIRL 0.5% up S
RWY 17: PAPI(P4L)—GA 3.0° TCH 39'.
RWY 35: PAPI(P4L)—GA 3.0° TCH 40'.
RWY 05-23: H2500X60 (ASPH) MIRL
RWY 05: Trees. **RWY 23:** Rgt tfc.
AIRPORT REMARKS: Attended 1400-0200Z†. Ultralight activity on and
 invof arpt. Center twy clsd indef.
WEATHER DATA SOURCES: AWOS-3 118.425 (580) 254-5217. Visibility
 unreliable.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 126.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GAG.
MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'
 W99°52.81' 61.8° 18.2 NM to fld. 2430/10E. **HIWAS.**

WICHITA
 H-6H, L-15C
 IAP



WAAS CH 70614 W17A	APP CRS 172°	Rwy Idg TDZE 2176 Apt Elev 2189
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RNAV (GPS) RWY 17

WOODWARD/WEST WOODWARD (WWR)

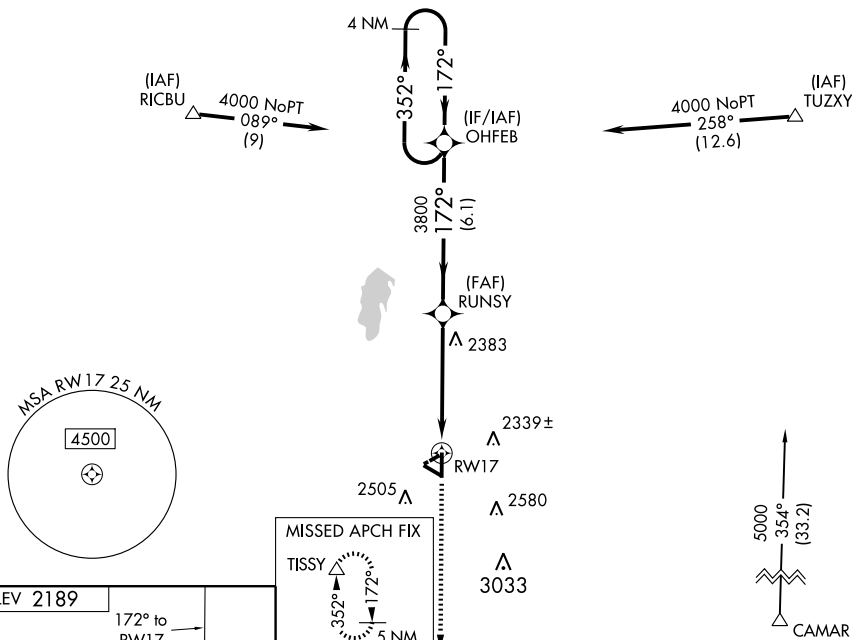
▼ Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

MISSED APPROACH:
Climb to 4500 direct
TISSY and hold.

AWOS-3
118.425

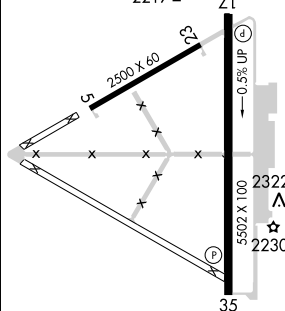
KANSAS CITY CENTER
126.95 379.2

UNICOM
122.8 (CTAF)



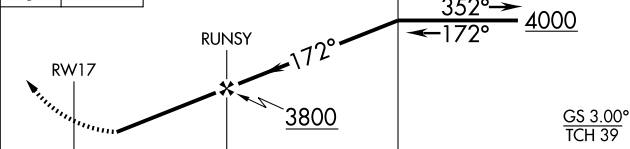
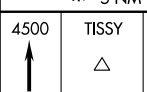
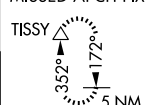
ELEV 2189

172° to
RW17
2217± Δ
Z1
TDZE
2176



MIRL Rwy 5-23 and 17-35

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	2426-1 250 (300-1)			
LNAV/VNAV DA	2572-1½ 396 (400-1½)			
LNAV MDA	2700-1 524 (600-1)	2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)	2700-2 524 (600-2)
CIRCLING	2700-1 511 (600-1)	2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)	2860-2½ 671 (700-2½)

WAAS CH 40314 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	5502 2189 2189
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 35

WOODWARD/WEST WOODWARD (WWR)

▼ Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ¼ mile, LNAV/VNAV all Cats visibility 1 mile.

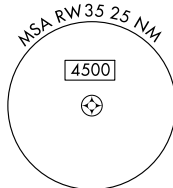
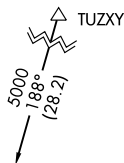
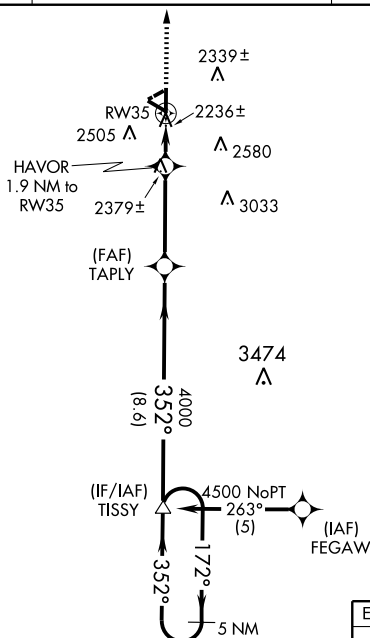
MISSED APPROACH:
Climb to 4000 direct
OHFEB and hold.

AWOS-3
118.425

KANSAS CITY CENTER
126.95 379.2

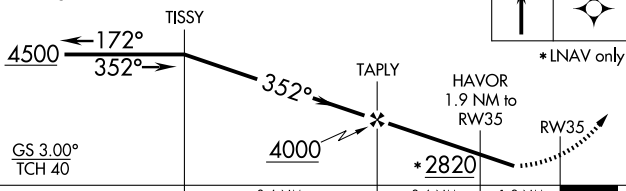
UNICOM
122.8 (CTAF)

MISSED APCH FIX



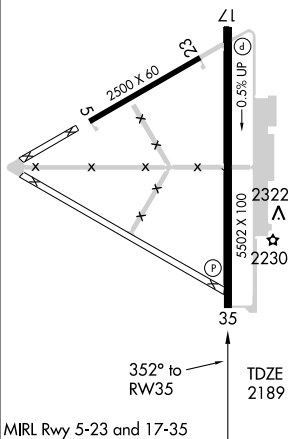
ELEV 2189

5 NM
Holding Pattern



*LNAV only

CATEGORY	A	B	C	D
LPV DA	2470-1 281 (300-1)			
LNAV/VNAV DA	2506-1¼ 317 (400-1¼)			
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)



MIRL Rwy 5-23 and 17-35

VORTAC MMB 115.6 Chan 103	APP CRS 062°	Rwy Idg TDZE Apt Elev N/A N/A 2189
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VOR/DME-A

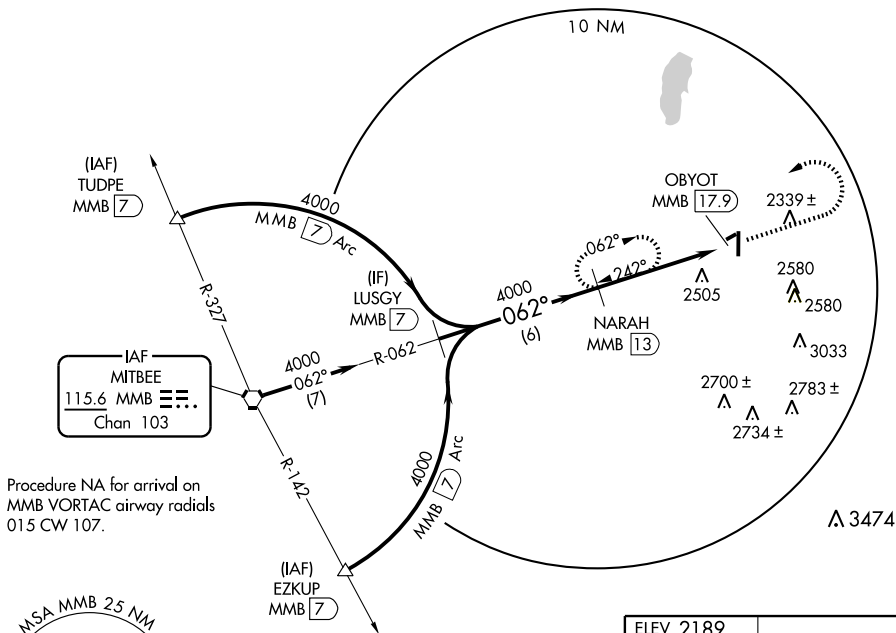
WOODWARD/ WEST WOODWARD (WWR)

▼ When local altimeter setting not received, use Gage
▲ altimeter setting and increase all MDA 40 feet.

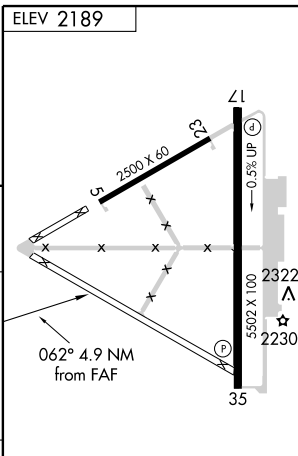
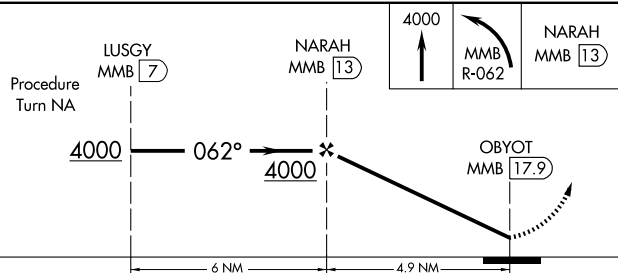
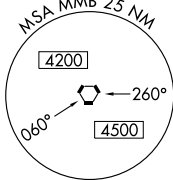
MISSED APPROACH: Climb to 4000, then left turn via MMB
 VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

 AWOS-3
118.425

 KANSAS CITY CENTER
126.95 379.2

 UNICOM
122.8 (CTAF)


Procedure NA for arrival on
 MMB VORTAC airway radials
 015 CW 107.



CATEGORY	A	B	C	D
CIRCLING	2820-1	631 (700-1)	2860-2 671 (700-2)	2860-2 1/4 671 (700-2 1/4)

MIRL Rwy 5-23 and 17-35